

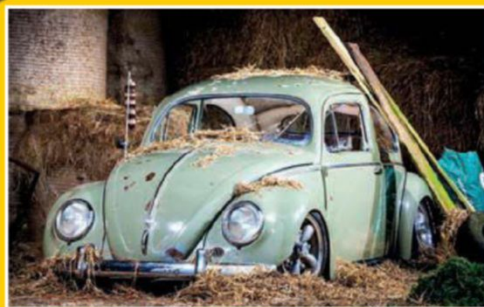


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VWOLKS WORLD



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Brazilian air-cooled
oddity profiled

DO IT:

Safari windows
Fitting them to your Bus
really is a breeze!

SEE IT:

Hi-Po hybrid
Digging out the details on
this Danish '52 Zwitter



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Vehicle owned by: James, VW Heritage Web Content Strategist



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BRAKES



SUSPENSION



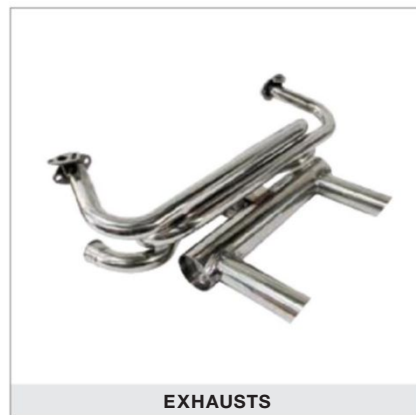
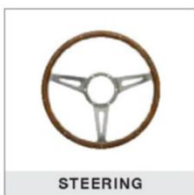
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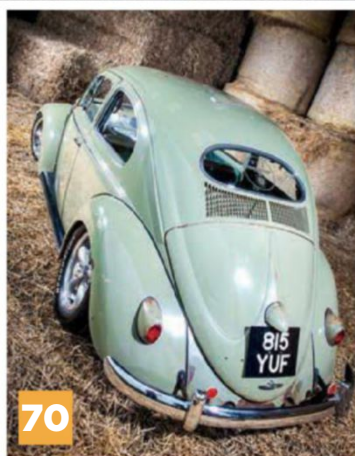
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VOLKS
WORLD

The January 2018
issue goes on sale

Friday 15 December

Don't miss it!



Subscribe & Save - page 92

Welcome to the mag



I get all the classic magazines, and of late they haven't made for very cheery reading. First there was the issue of the scrappage scheme which threatened to wipe some potentially interesting older cars from our roads, and more recently there's been talk of cars being banned altogether by 2040. In a moment of panic, I told the kids they'd better enjoy driving the Beetle while they could.

Lots of anti-car regulations seem to be creeping in without us even knowing. London's Toxicity Surcharge (or T-Charge) came into force in October, making classics liable to a daily charge of £10.00. And I read recently that as part of Oxford City Council's Zero Emission Zone (ZEZ) proposals, only electric cars would be allowed access to key streets in the city by 2020 – that's only a few years away. Then, by 2035, petrol and diesel cars would be banned from the centre altogether. This could obviously set a precedent for all other UK towns. Of course by then internal combustion engine (ICE) vehicles would have already been banned from Paris – although thankfully the *Fédération Française des Véhicules d'Epoque* (FFVE) has won an exemption for vehicles 30 years and older. Whether this exemption will hold once the French government's proposed outright

ban on ICE cars by 2040 comes into force remains unknown. Worryingly, Norway and The Netherlands have similar plans to ban ICE cars from their roads.

Then there's the matter of what cars actually qualify as a classic – or Vehicle of Historic Interest (VHI). The proposed introduction of an MoT exemption for vehicles over 40-years-old on a rolling basis and the introduction of a technically-based process of acceptance has opened another can of worms. It might mean that only totally untouched, factory spec cars qualify for historic status (read about it on page13).

Inevitably, this all got me wondering about the future of our hobby. I guess it's up to us to voice our opinion and remain optimistic that the strength of the classic car scene and their sheer lobbying power will be enough to win us concessions.

“ I told the kids they'd better enjoy driving the Beetle while they could ”

In the meantime, it's simply a case of getting out there and making the most of our cars when we can. And with that in mind, I am going to stop what I am doing, turn off my computer, get the Beetle out of the garage and take it for a spin while the sun's still shining... And I encourage all of you lot to go and do the same!

Ian Cushway
Editor

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Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start



January

Camper Mart

Date: 14 Jan 2018

Location: International Centre, Telford

Contact: www.campermart.co.uk

February

DubFreeze

Date: 17-18 Feb 2018

Location: Bingley Hall, Stafford

Contact: www.dubfreeze.co.uk

March

The Volksworld Show

Date: 24-25 Mar 2018

Location: Sandown Park, Esher, Surrey

Contact: www.volksworldshows.com

May

The Only Meet is Essex

Date: 4-7 May 2018

Location: Orsett Showground RM16 3JU

Contact: www.vw-tomie.co.uk

Vanwest

Date: 11-13 May 2018

Location: Brean Sands, Burnham-on-Sea,
Somerset

Contact: www.vanwest.co.uk

SAVE THE DATE!

**VW
SHOW
2018**

**VOLKS
WORLD**

24-25 March 2018

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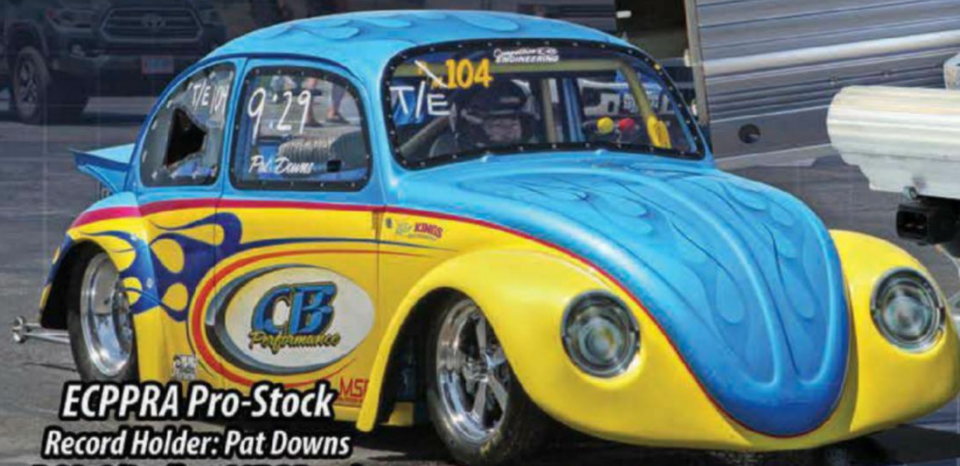


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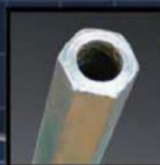
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New parts from Paruzzi

05382

Beetle and Ghia Torsion arms

If your Karmann Ghia doesn't drive well anymore and you have checked all suspension parts again and again including the tires, it is possible that the torsion arms are the cause of all your problems.



02169

Oil sump cover

This new oil sump cover is designed to receive a temperature sender unit.



20517

Glove box cover with hinges

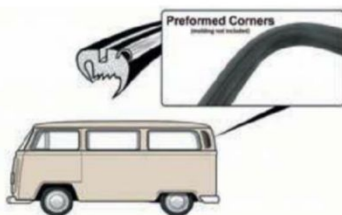
This cover is for the Bay Window Bus models without glove box cover lock, it is equal to the original, ready to install and including the hinges.



20321

Front window seal deluxe

A series of new seals for deluxe Bay Window Buses from 8.1967 until 7.1971 (also for later models when using aluminum moldings).



26834

C-pillar repair panel for the Spit Bus

The window pillars and door pillars connect the lower part of the body of the Bus with its roof, they are coded with letters from A to D starting from the front. The C-pillar is the one located behind the loading door, the most critical part is the bottom. Only the complete C-pillar was available from Volkswagen back in the day, we now offer also the bottom part as a separate item. It is 19,5 cm long and has the exact same shape as the original part. The best quality on the market and equal to the original part.



26808

Split Bus underfloor plates

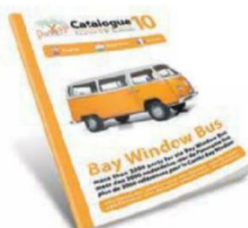
The new middle underfloor plates are for the Buses from 1959 until 1967 and the new left and right hand side underfloor plates are for the Buses until 1959.



09964

New Catalogue edition 10

We have now one print catalogue per Volkswagen type, more information on www.Paruzzi.com/catalogues.



05600

Headlight sealing cap

This sealing cap will protect the inside of your headlight against moisture and dirt.



Rolling MoT exemption worries

There are plans to make pre-78 cars MoT exempt. However, further restrictions on what constitutes a 'vehicle of historic interest' (VHI) has got the classic world in a spin

From May 2018, in line with rolling historic vehicle tax, all 40-year old classics will be exempt from an annual MoT inspection. The government put their plan out for consultation last year and has just published its decision to exempt more historic vehicles, having collated 2217 responses from owners, car clubs, trade bodies and businesses. Currently, only vehicles made prior to 1960 are MoT exempt.

The changes mean that from next year, all VHIs made before 1978 will no longer need an MoT. Whether that's a good thing or not is still open to debate, of course. Yes, it will save owners a few quid each year, and arguably modern MoT stations aren't really appropriate for checking older classics anyway. But it does mean that there will be a lot of 40-year old vehicles running around without having been subjected to any kind of mechanical inspection. For scrupulous owners who keep their cars in tip-top condition and the technically savvy, it won't be an issue. But for those who take a more *laissez-faire* attitude who might see brakes violently pulling to one side, for example, as a quirk of owning an older car instead of a serious safety issue, it's a lot more worrying.

Among the draft proposals discussed was the possibility of introducing an annual 'check' to confirm a car's identity and inspect safety critical items such as brakes. However, this wasn't taken up – although owners can still submit their cars for an MoT on a voluntary basis.

While enthusiasts were relieved to learn that there wouldn't be any limit to how far MoT-exempt VHIs can be driven, fears about other more worrying restrictions of a kind are revealing themselves among specialists and forum discussion groups.

And here's why. For the first time, the new ruling will introduce a technically based standard for acceptance as a VHI. As we understand it, draft proposals to allow vehicles to become MoT exempt will demand to know whether the car has been 'substantially altered' via a tickbox. If the owner ticks 'yes' it won't qualify for VHI status, will need to be further tested and may subsequently be required to carry a 'Q' plate.

Obviously, the DVLA's existing 'eight point' rule regarding originality may also come into play and any vehicle that has been modified from its original factory specification may be treated differently from other totally 'stock' classics when it comes to regular roadworthy tests. So carrying out a front disc brake conversion on an early Beetle, for example, although improving its braking efficiency, could in future be seen as a

“ the new ruling will introduce a technically based standard for acceptance as a VHI ”

modification and could therefore jeopardise its status in terms of the 40-year exemptions. That's not to mention fitting different size wheels and tyres, lowering, installing air ride or carrying out an independent rear suspension conversion. The section of new proposals that has already set alarm bells ringing though is the wording in the draft guidance that states that any classic with a 15 per cent increase in power-to-weight ratio will need an MoT. Although if such modifications were available more than 30 years ago, the car will stay MoT exempt. Obviously this will worry anyone thinking of carrying out any kind of performance

upgrade. And how you could accurately measure this is anyone's guess.

At the moment these are all draft proposals, nothing is set in stone; we'll know a lot more about the details in the months to come. Let's just pray that whatever the rule changes mean, common sense will prevail.

▲ From May 2018, once your classic turns 40, it may no longer need an MoT

◀ There's worries about what constitutes 'substantially altered'. Classics that stray from standard factory spec may come under greater scrutiny



Get in touch

Got a story, a new product, show news or simply want to vent your spleen?

Email your news and views to volksworld.ed@kelsey.co.uk

STARTER MOTOR

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Latest Stuff



BRIGHT IDEA

From: www.justkampers.com

Price: £20.25 (pair)

Forget the carrot eating because you'll be able to see a lot better in the dark with these Ring Xenon headlight bulbs (J41822) from Just Kampers. They are straight replacements for your standard bulbs but offer 130% more efficacy than the original filaments, and will help you see and be seen this winter and for many winters to come.



ALL GOOD AND DANDY

From: www.nlavw.com

Price: from £224.95

Start planning now for next year's show season with these brand new racks from NLA VW Parts. Influenced by the rare Jim Dandy racks, they are available in two styles; the rear mounted rack (part number C9648) is £249.95, and the roof mounted rack (part number C9649) is £224.95. They are made of zinc plated mild steel and have a powder coated finish (so have double rust protection!) The wooden slats are painted in a mahogany wood stain.



NARROW MINDED?

From: www.justkampers.com

Price: £435

JK are right to be proud of this 4in narrowed beam which has been designed and created for the VW Beetle. Each one is hand-made on site at JK's UK HQ and is created to the highest standards. It's also fully MoT compliant. The beam (J39655) will fit left-hand drive Bugs from 1965-2003 and boasts laser cut end-plates with increased shock travel and TIG-welded tubes for extra strength. They are supplied in a black powder coat for a long-lasting finish.

POCKET THIS!

From: www.vwheritage.com

Price: £40.95

Think Swiss Army knife with a funky VW-themed twist with this spanking new VW Bus Pocket Knife, available from VW Heritage. In true boy-scout style, it will enable you to carry out a number of different tasks and is small enough to carry around all the time so you'll always be prepared. Featuring a glistening metallic red finish, the VW Bus Pocket Knife includes not one but two stainless steel blades, a handy corkscrew, precision scissors, bottle opener, screwdriver and much more. The nice bit is that it comes in its own beautifully embossed presentation tin. As a fully licenced VW product, the VW Bus Pocket Knife carries the VW logo and would make the perfect Christmas stocking filler. Order now at vwheritage.com quoting part number 80.902.935.



STARTER MOTOR

Email your news, thoughts, opinions and products to VolksWorld.ed@kelsey.co.uk

Your shout

Wrong guy!

Just got the Autumn edition of *VolksWorld*, great read btw. My attention was drawn to the Camping at the Castle show report and I had a double take as my 'little blue Bug' that won the show and shine on Sunday has been credited to Darren Gibbs. Is that a random name you guys use if you don't know who the owner is?

Ben Collins, via email

Sorry Ben, we cocked up – and cheers for sending in a pic of you with your car to rub it in. No, seriously – well done, your car looks great – Ed



Fashion statement

Dear *VolksWorld*, can you please organise a fashion code for the 2018 VW show season. I am fed up with seeing middle-aged men in baggy camo shorts and undersized vintage logo'd T-shirts wandering around shows with beer cans in their hands. Perhaps the 'style police' could be on the gates of every VW gathering next year and turn away anyone dressed this way. Either that, or make them pay an extra 'scene' tax. What do you think?

Sharon Duke, via email



Calling event organisers!

If you've set a date for your 2018 event, let us know about it for our regular events calendar. Email all your info, including when it is, a location and a suitable contact website address to volksworld.ed@kelsey.co.uk



MADE TO MEASURE

From: www.autocrafteng.co.uk

Price: £12 and £15

Auto Craft Engineering UK is constantly releasing new parts and panels for Split Screen Buses, Bays and Beetles, the two most recent of which include these Late Bay Window tinware support brackets which have been made to the same specification as original. They are powder coated black for a nice looking, long lasting finish and are available at £12 a pair. The Nuneaton-based machine shop has also just completed the clamping strip for the door pillars and roof of Beetles and Karmann Ghias. These are supplied in 1m lengths and are available at £15 each.

SPLIT BUS LED FAIRY LIGHTS

From: www.vwheritage.com

Price: £24.95

Introduce a little colour into your life with these spectacular Split Bus fairy lights (product code AC999Bo17). Featuring 20 Split Buses in blue, red, yellow and green and measuring 3m in length, they're the perfect accessory for hanging from an awning while camping, dangling from your bed or brightening up a dull wall. You could even have them in your garage! The best bit is, they run on batteries (you'll need 3 size AA) so you don't have to worry about finding a

mains hook up – and you can use them outside providing they are kept out of the rain and away from moisture. The lights carry the VW logo and would make the perfect start to your Christmas stocking fillers.



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BIGGER SWAPMEET AREA FOR 2018

The indoor swapmeet area on the first floor will be enlarged next year to give buyers and sellers more elbow room. Always one of the highlights of the show, with 100 tables selling thousands of hard-to-find parts from all round Europe, it's the place to pick up that hard to find part or maybe a bargain.

WEB SITE LAUNCHED

Our website has now been launched and is the place to find out information about the show and buy advance show tickets at discounted prices. It is updated regularly with all the latest show news, so make sure you check in from time to time.



CAMPERS ENTRANCE TO BE MADE SMOOTHER

Camping at the show is always great fun and is a fantastic way to take in the full atmosphere of the event. The campers' bar serving food and drink will be open all weekend, with live entertainment on the Saturday night. For next year we have made entrance and exit to the show area much easier with a one ticket entry system using your own gate, so no delays getting into the show. Book camping tickets before the end of November and you will get a free *VolksWorld* hoodie.



WE NEED YOUR SHOW QUALITY CLASSIC VOLKSWAGEN CARS AND BUSES

We have had lots of show car applications from all over Europe and are starting to book cars and buses into the show. If you have a vehicle that you have built or are building at the moment, we can think of no better place to showcase it for the first time than The *VolksWorld* Show. In the first instance email shows@kelsey.co.uk including pictures if you can.



TRADE STANDS

With over 100 trade stands expected, situated inside and out, The *VolksWorld* Show is the biggest and best place to buy parts for your Volkswagen. We're sure you will find what you are looking for, and with hundreds of show-only deals, it's an opportunity too good to be missed. Most of the trader space has already been reserved, but if you are a company interested in booking a stand, give Ben Foster a call on 01366 728 488 he might be able to fit you in.

ENTERTAINMENT

We pride ourselves at The *VolksWorld* Show on keeping your little ones entertained, as well as you, and the Kids' Zone is a safe place for children to let off steam and have some VW-related fun. Entertainment includes a large soft play area, games, film shows and much more. For the adults we will have live music on the Summer Lawn and the Grandstand Apron on both Saturday and Sunday, these will be the places to chill and take in The *VolksWorld* Show vibe.

CLUBS, ARE YOU CELEBRATING AN ANNIVERSARY IN 2018?

If so, why not let us know and book yourself a club plot to celebrate the event in style with other like-minded Volkswagen enthusiasts? We always have an eclectic mix of clubs so why not join them; check out the website for booking instructions. Plus, claim a free exclusive *VolksWorld* t-shirt or hoodie when you book your club area!



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READERS' RIDES

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Car of the month



✓ Buggy's 1776cc engine was built by Dan Simpson with twin 34 ICT Webers and a custom exhaust. "It goes like stink," says Dave



Dave Higgins, 1972 Doon Buggy

Dave Higgins' Doon Buggy has been in his long-term ownership for 12 years. The LWB bodyshell is the first one out of the mould, circa 2003. Doon buggies were originally produced in the West Midlands and still are, but nowadays are marketed by VolksMagic. Dave purchased his Doon fully built, but alas it was not roadworthy. "I haven't changed the chassis or bodyshell, but have worked on just about everything else," he enthused. "The engine is a 1776cc built by Dan Simpson in Canterbury with twin 34 ICT Weber carburettors, a four-into-one bespoke exhaust system, oil cooler, external oil filter and drop sump. With this set-up, the Buggy goes like stink if you want it to, but is also great if you merely just want to cruise along."

✓ Dash is due for a revamp soon, although we like the centrally mounted later Beetle speedo

The protective roll cage is quite a work of art. Dave drew it up on a sheet of paper and then got someone who had never made a roll cage before, to fabricate it. He made a couple of minor changes, but ultimately the overall design was in order to get the seat belts properly mounted in the rear, for his daughter

“In winter, I wear a heated jacket – it's like being cuddled”

Mia. However, she flatly refuses to go in the Buggy, as the wind tangles her hair! The roll cage also holds up the mohair soft top, which was made by Whiffs. It's a very clever design, as it tucks under the rear with velcro, thus not requiring any button fixings on the bodyshell. The Buggy sits on Wolfrace alloy wheels; the front ones are slightly different to the rears, as they are from different years of manufacture, which does irritate Dave a little. Creature comforts include Porsche seats, which are

due to be replaced. As Dave is very tall, they tend to push into his shoulder blades.

The Buggy is used all year round and many years ago was a daily driver for work, covering a round trip of 70 miles. Dave is no stranger to long distance driving either. In June 2017 he enjoyed a trip to Osnabrück, Germany, accompanied by 26 other Buggies from the UK, for an international Buggy weekend. By the time he arrived in Germany, he admits his neck was killing him! "I drove around 1000 miles over the weekend," he grins. "I still plan to complete a few more jobs on my Buggy, notably some dash mods. I'm also installing an air temperature gauge to tell me how cold it is outside, as if I didn't know. In winter, I wear a heated jacket – it's like being cuddled."



◀ The perfect graphic for a Beach Buggy, surely?



Scott Dunn, 1970 Beetle

Despite owning quite a few water-pumping VAG models, this was 29 year-old Scott Dunn's first air-cooled VW – he's now owned it for around four years. "It had already had quite a bit of work done when I bought it, probably back in the 1990s, which is when the long bonnet and Pope's nose bootlid went on. The original 1300cc engine was swapped for a 1600cc at the same time," explains the civil engineering recruitment consultant from Bognor Regis.

"I've always been a fan of Rat-Look, so I started stripping the brushed on paint that was on there," he continues. "I fitted an adjustable front beam with dropped spindles and air shocks fed via 1/4in lines to a VIAIR 380c compressor and a five gallon seamless tank under the bonnet, and I dropped it two splines at the back."

Scott had a lucky find when removing the seat covers – the ripped, torn and generally shabby original vinyl underneath suited the look he was after perfectly.

"Future plans are to pull the engine out and carry out a rebuild, and while that's out I think I will bag the rear also and add another compressor," comments Scott. "I'll also find a retro radio or a new retro look one, and maybe get some domed

hub caps and possibly band the rear wheels. There's always something to do on it."

✓ Driver's seat back looks a bit scratchy, but who cares



⬆ Engine's coming out for a rebuild soon, says Scott



Scott Spencer, 1954 Beetle 1200 Deluxe

Scott Spencer has owned his Oval window Beetle for 23 years, during which time it has led a most interesting life. Perhaps the pinnacle of meritorious driving trips, was taking part in the Monte Carlo Challenge Rally in 1999. "We needed to ensure the utmost reliability from the car, which is why the 1200cc 34bhp engine (circa early 1961) was rebuilt by John Mayer in 1998," recalls Scott. "The bodywork was finished in primer when I purchased the car and in order to look the part for the rally, we did a £50 paint job so it looked a bit more respectable."

Scott used the Beetle as his daily driver when he first acquired it, clocking up something like 15,000 miles. "We've had some fantastic times with the Beetle, I could never ever sell it and nowadays I tow an Eriba Puck caravan behind, which is undergoing a massive restoration."

Quite by chance, Scott even managed to track down the car's original owner and they spent several hours together, reminiscing about the life and times of the car and going for a drive together, which was priceless.

Scott plans to undertake a full body-off chassis restoration. "I've had replacement parts stored under the bed and in the loft for 20 years," he jokes.



⬆ Scott's Beetle had been off the road for most of the 1980s, but was recommissioned in 1993 and has been used regularly since

⬆ The engine was built by John Mayer in 1998 for the Monte Carlo Rally Challenge



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Celebration trip

Sam Elliott and his mate Marcus set off from Bournemouth on a 'lads getaway' to Wolfsburg in a Bug. Here's their story. . .

Having been a lifelong VW fan, I got my Beetle shortly after passing my test six years ago, aged 17. It ignited a sort of passion for cars which I never knew I had. Starting with small jobs from lubricating hinges and polishing trim, I soon got my head round minor service procedures and decided I wanted to turn my passion into a career. A few years later I landed myself the perfect job, starting as a Parts Apprentice at Volkswagen. I qualified and completed my course back in March and my friend, Marcus Still, was about to go on his summer break from uni, so we decided that a trip in the Beetle to Wolfsburg would be the ideal way to celebrate.

Proving a point

We headed off from Dorset at about 5am, en route to Dover where we caught our ferry – we opted for flexi tickets in case the worse happened and we only made it as far as the M3. Luckily that didn't happen, although we had a close call at an M25 fuel stop when a faulty fuel sender unit resulted in a huge pool of fuel. It turned out the new (non genuine) float we'd replaced before our trip had a hole in it and was sinking to the bottom of the tank giving a false reading. Not the end of the world, we just had to remember to check the tank level twice a day due to the mileage we were covering.

We made good progress the next day, stopping at Thiepval, France, to pay our respects to those lost in WW1; very moving and I'd recommend it to anyone thinking of going. The following day we encountered some problems with the



^ Catching the ferry is so much more memorable in a classic VW

v Sam and Marcus experienced Belgian hospitality at its best at Auto Passion



^ Sam and Marcus admit they were like kids in a sweetshop during their Auto Passion visit



^ The first night under canvas was spent near Albert, France



◀ Sam had to walk to Auto Passion where they managed to get his Beetle up and running again, courtesy of some new Bosch points



▲ Auto Passion's 'yard' was a welcome distraction. We love the '80s graphics on that purple Bug



▲ Type 4 needs rescuing before the weeds grow too high

“ We ended up walking the rest of the way ”

Bug – she was starting to really struggle with the 29 degree heat – weather ideal for us, but not so much for the motor. This was starting to become a problem, as we were only able to travel one village at a time before she'd conk out. After much deliberating on the Belgium border, a free night in a hotel (thanks RAC) and a visit to the local Volkswagen specialist, our problems were diagnosed as poor quality points which appeared to have re-adjusted themselves. After getting this sorted and rehearsing our finest French, we headed on our way towards the German border.

Help at hand

It was all going well until we approached Liège, Belgium when the problems started to reappear. After faffing with the



▲ The Beetle during one of its many breakdowns en route; at least here it gave the tent a chance to dry



◀ Parked outside the Phaeno science centre in Wolfsburg

points (which all seemed to be set okay) our patience was starting to wear thin. We called VW parts specialist BBT (www.bbt4vw.com) in the hope they could offer some advice. They came up trumps and advised we try and get to one of their pals, Pascal at Auto Passion (www.ap-shopvw.be). We were only about 10km away but managed to break down again before we got there. We ended up walking the rest of the way to where Pascal and his partner were waiting for us. We were amazed – they offered to tow us into their workshops and get us mended. Their service was ace, and they swapped out the points and replaced them with some better quality Bosch parts, as well as fitting a lower deck lid stand off bracket – all followed by a beer and wander around their workshops. Some of the cars they had were incredible so if you're in the area, stop by for a visit.

We were soon back on the road and travelled the rest of our journey without any problems – yes, all the way to Wolfsburg and back. When we got to Wolfsburg we had a factory tour and visited the Autostadt, as well as sampling the fabled Volkswagen bratwurst – incredible.

All in all, it was a brilliant trip, and we experienced first hand the air-cooled 'happy to help' mantra. I don't think the journey would have been half the fun if we'd have taken a modern car. ■



▲ Sam outside the Wolfsburg factory, pleased that they'd finally made it we expect

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Volkswagen's own Gol

By the 1980s, Volkswagen's air-cooled engine technology was past its prime. Yet its Brazilian arm had one last, unexpected trick up its sleeve for it, in the form of the Gol



Words
Richard Gunn

B

y the end of the 1970s, Volkswagen's air-cooled engined vehicles had been almost completely ousted from Europe – with the exception of the Type 2 – and exiled to South America. There, with less need to compete

against newer, more technologically-advanced and expensive rivals, the Beetle and the Transporter carried on regardless.

But, as it turned out, Volkswagen's Brazilian operation wasn't just content to let the venerable flat-four eke out its final years in the back of old familiar bodysells. What if it could be adapted to make use of Volkswagen's front-wheel drive template, including a fresh and modern look that bore a distinct resemblance to what was now being built in Europe? Wouldn't that be something?

That something was called the Gol. And when it was launched in May 1980, it's fair to say that it both surprised and slightly

bewildered press and public alike. For as much as it looked like a truncated version of the then-current Scirocco with some of its more stylistic flourishes

surgically removed, when it came to life, it did so with the clatter of a traditional VW air-cooled unit, albeit emanating from the front rather than the back of the car. It was an oddity, even by Volkswagen-do-Brazil standards. Oh, and it liked its alcohol too...

▲ The Gol bore a strong resemblance to VW's water-cooled cars, but the major difference was under the bonnet

Not half bad

The origins of the Gol – and, no, that wasn't just a case of somebody leaving the 'F' out of 'Golf' (Gol is Portuguese for goal, while the Golf was named after a wind) – date back to the 1960s, despite its 1980 debut. It was in 1969 that Project EA 276 got underway, a boxy hatchback design that bore a rather disturbing resemblance to a squashed Austin Allegro estate. It featured front-wheel drive via a Beetle engine up at the sharp (or rather blunt, in the case of the EA 276) end. Ultimately, the lessons learned from this experiment helped bring the Golf to fruition. But, with refinements, they also led to the Gol.

Aside from the engine, the Gol was a pretty slick piece of kit, especially compared to the cars it was intended to supersede, the Brasilia and the Beetle. It used a Brazilian-designed platform, the BX, based on that which lurked beneath European Audi 80s and Volkswagen Passats but significantly toughened for local conditions. That meant MacPherson strut front suspension equipped with servo-assisted disc brakes, and a beam rear axle fitted with coil springs. So it had half-decent handling. The body – which, for

“It was an oddity, even by Volkswagen-do-Brazil standards. Oh, and it liked its alcohol too”

the sake of diplomacy, we'll say was, ahem, strongly influenced by Giorgetto Giugiaro's existing Scirocco and Passat creations – featured a safety cell and crumple zones. That was more safety than previous Volkswagens had offered their Brazilian buyers. It was also more spacious and comfortable inside than its predecessors, especially if you went for the more luxurious L rather than the basic car.

Booze cruise

The trouble was, despite the improvements elsewhere, the Gol was let down by what was under its bonnet. The small size of the 1285cc air-cooled engine – a revamped Beetle item with refinements like hydraulic tappets, reworked exhaust and inlet valves and a plastic axial fan – meant that even the spare wheel could be squeezed in the engine bay. But it also gave a small amount of power – just 42bhp – which meant this new kid on the Brazilian block had disappointing performance. Ethanol alcohol was the favoured fuel choice, but if you opted for the petrol engine rather than the more popular alcohol-drinking one, there was even less muscle to play with. The petrol-powered Gol was probably fed up it couldn't enjoy a stiff drink.

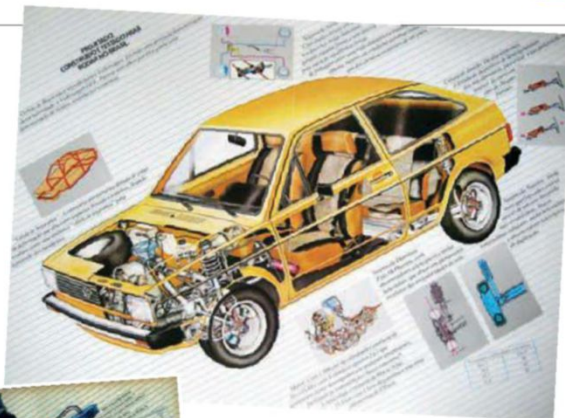
When news got out that the Gol was something of a sheep in wolf's clothing, buyers just weren't that interested and sales were much lower than envisaged. A perhaps rather panicked Volkswagen responded by dropping in its 1584cc air-cooled engine instead, within a year of the Gol's 1980 launch. This gave 51bhp, which was marginally better. But not much so.

Given that the standard Gol wasn't exactly setting the roads of Brazil alight, Volkswagen sensibly introduced some variants to lure customers. In 1981, the Voyage sailed in as a two-door booted saloon. Then, for 1982, there was the van version, known as the Furgao – although it was essentially little more than the basic Gol with its rear side windows replaced by metal panels and the back seats junked. It was accompanied by the Saveiro, which had been reworked rather more radically into a pick-up.

However, the writing was on the wall for the air-

➤ Cutaway brochure illustration showed how the air-cooled engine slotted neatly in the front of the Gol

✓ The Gol's air-cooled engine was based on that of the Beetle, but significantly reworked. The plastic axial fan was the most obvious change



✓ Having been designed for the rears of Beetles and Transporters, the air-cooled engine had more than enough space when installed up front in a conventional car design



✓ The Voyage was the booted saloon version. Yes, we're thinking first generation Derby as well. It marked the first exodus from air-cooling to water-cooling for the Gol variants



✓ Despite being South American models, the interiors of the Gol, Voyage, Saveiro and Furgao still featured the traditional Wolfsburg logo instead of the VW roundel



➤ The special edition Gol Copa (Cup) was launched to tie in with the 1982 World Cup. Well, Brazil does love its football...



➤ Graft in four circular headlamps instead of the Gol's square ones, and it could almost be a Scirocco



➤ There are four horses in the background of this shot. You didn't get that much more under the bonnet of the 1.3 Gol



➤ The Gol's resemblance to the Scirocco, albeit somewhat shortened, was obvious from the side



➤ If you wanted a bit more cargo capacity, there was always the Saveiro pick-up version

cooled Gol. In May 1982, the Voyage shed its 1.6-litre air-cooled engine and was just available with a 1.6-litre water-cooled option instead, similar to that in the European Passat. This found its way into the Gol in late 1984 as the flagship model, and the range of liquid-in-their-veins Gols expanded further during 1985. There was even a performance 1.8 GTS offshoot.

The 1.6-litre air-cooled engine was gone from the Gol in 1987. That it was probably a brave and innovative but ultimately futile attempt to inject new life into old technology was demonstrated by the Gol becoming the best-selling car in Brazil that same year. It would stay at number one for the next 27 years, over three generations, and remains in successful production today. But it's far less interesting now than when it started out back in 1980, as one of Volkswagen's final air-cooled flings. ■



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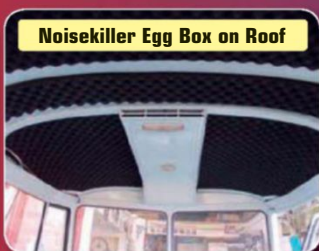
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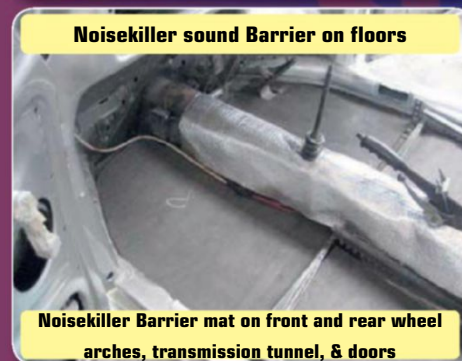
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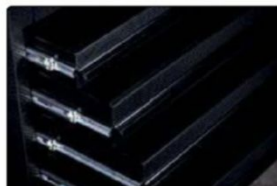
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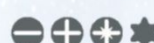
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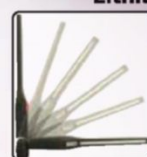
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Hopped-up³ hybrid



For Danish devotee, Tomas Nielsen, this 1952 represents the latest of seven Beetles. You or I would have been happy with the last project he completed, but it would be seriously hard to decide if you had to choose it over his latest car

Words Ivan McCutcheon Photos www.stumpphoto.dk

Every story has a beginning, so let's cover the 41 year-old owner of this 1952 Beetle and how he first became involved with air-cooled VWs. Tomas Nielsen is a full-time mechanic and comes from a town called Hammel in the Favrskov municipality of Jutland, Denmark. Servicing and maintaining customers' cars pays the bills, and whilst he enjoys his work he explained "I'm around cars every day, but my real passion are classics." Ahh, we're getting a bit closer, but we want to know how he got so seriously hooked on classic VW Beetles, don't we? Back over to Tomas: "For as long as I can remember cars have always fascinated me, especially



“The Type 1 Zwitter has always been my favourite Beetle”

VAG products. My first car was a VW Golf Mk 1. The interest in Type 1s started in 1999 when one of my co-workers offered me a 1966. In total, prior to this one, I've owned seven Beetles since 1999.” When he says ‘owned’, he actually means rebuilt – well certainly in the case of five of the cars.

Winning history

The most recent achievement from Tomas was a 1950 Split Beetle and it was good enough to scoop a Top 20 award at Le Bug Show at Spa Francorchamps in southeast Belgium. The Pastel Green Split had been given an Old Speed style makeover and really stood out thanks to elements such as super rare wide-five pattern Estrella de Venus (Star of Venus)

▲ The most obvious improvement the Zwitter boasted over previous Split Beetles is quarter light windows

alloys made in the 1970s by Titanio Wheels of Rio de Janeiro, Brazil and exceptionally rare Swiss M.A.G. supercharger kit. One visitor in particular who was drawn in for a closer look was Michael Deny from Pirmasens, Germany and he would prove highly advantageous to Tomas and his next project, the car you're reading about.

Ein Zwit' bitte

If you have seen Monty Python's *Life of Brian*, you're sure to agree the Judean People's Front had the perfect term to describe Tomas, they'd say he's a Splitter! He had a truly stunning Split Beetle, but what he really wanted was a Zwitter, as the Splitter explains: “The Type 1

Zwitter has always been my favourite Beetle. I had previously owned a Zwitter that was a project car, but I had to sell it before getting it restored. Ever since then I had been hopeful of finding another Zwitter to buy." That opportunity came his way in May of 2015 when he found out about this car. It had been stored in a barn for 42 years, having been taken off the road in 1973. Don't get too excited, though, because taking into account it was already 20 years old when it went in the barn, the likelihood of it being taken off the road because it was in tip-top condition was slim. Therefore, by the time it was dragged out in 2015 it needed work, plenty of work!

Hybrid history

There are sure to be some readers wondering what a Zwitter is so, if this includes you, let's fill you in and explain what the big deal is about them; firstly Zwitter stems from the German word *Zwitterion* originally used to describe an ion with both a positive and negative charge. Shortened to *Zwitter*, in German it describes a hermaphrodite or hybrid. The term was used as a nickname for Beetles produced between 1 October 1952 and 10 March 1953, a strange and unique six-month crossover period in VW history where the Split Window Beetle developed into the Oval. The Zwitter had elements of the outgoing Split combined with features which would be included in the new Oval, such as the dashboard, bumpers and overriders, body trim, quarter light windows, 15in wheels, heart tail lights, W decklid with T-handle and revised Pope's nose and synchromesh on all but first gear... the list goes on. In terms of original production figures, there were 57,928 made, 31,123 in 1952 and 26,805 from 1 January to 10 March 1953. The Zwitter specification was also included in the Karmann Cabriolets produced over the six-month production



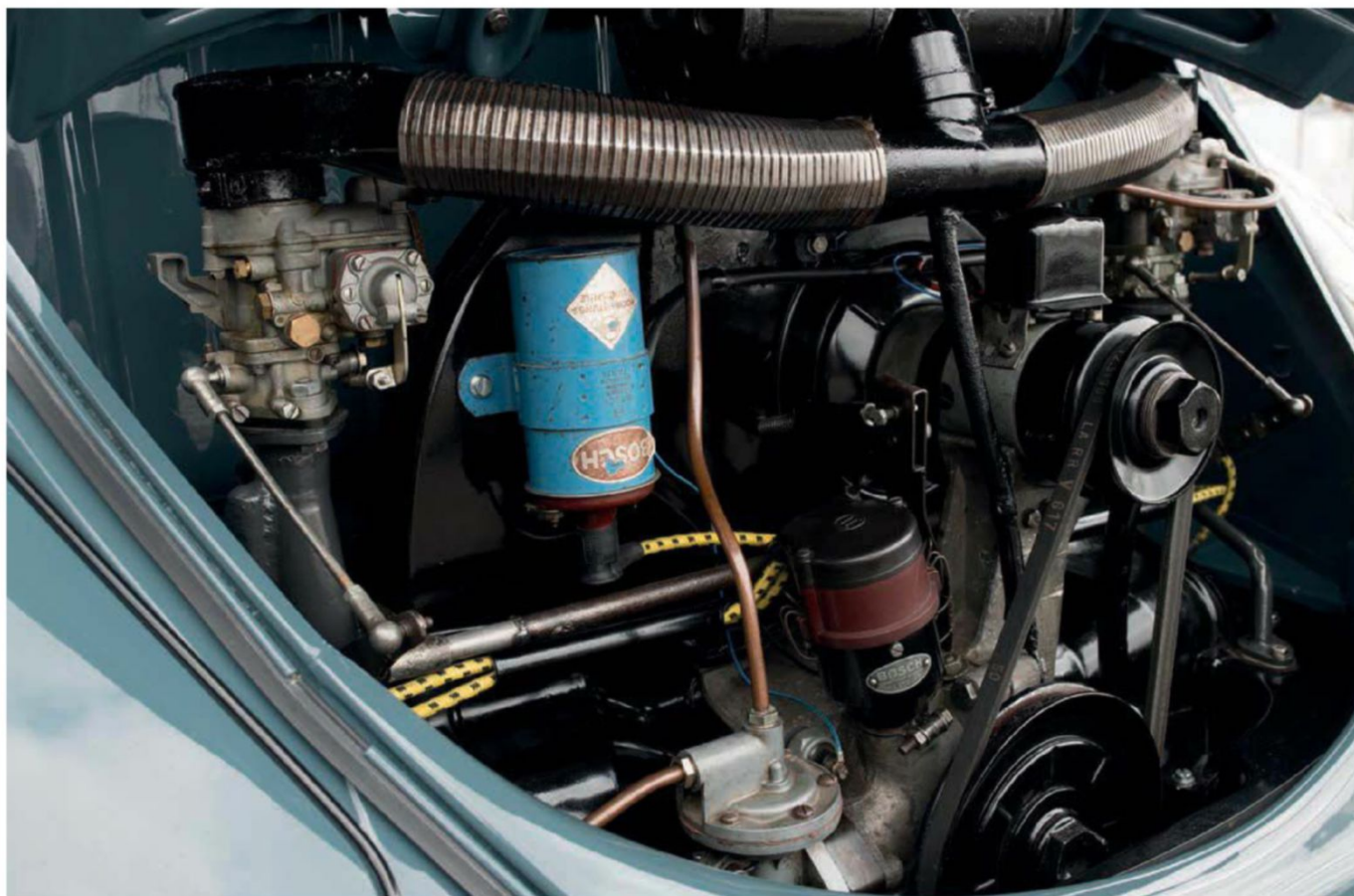
▲ Chromed EMPI Sprint Star wheels assure any Beetle from 1967 down looks fantastic

▼ Engine is far from stock, modified in period with twin ported heads, Porsche 356 carbs and a strange air filter setup. The maker is unconfirmed

period, but just 831 units were built. Some call these Beetles *Oval dash Splits* but Zwitter has become the most commonly used term.

Rag time

Tomas had the model of Beetle he wanted, well, except for one element – a Golde ragtop sunroof. The trouble is, factory sunroof Beetles, no matter what vintage, have always been in the minority and therefore he wasn't likely to find a ragtop Zwitter. However, this wasn't about to stop him realising his dream as he had a '53 donor car with a three-fold Golde roof and was happy to carry out the considerable work involved to transfer the roof section to transform the hardtop into a ragtop.



TECH INFO

MODEL

1952 Type 1 Beetle (Zwitter); converted from saloon to sunroof using correct year roof section; paintwork VW L36 Azure Blue

ENGINE

1951 1131cc Type 1; pistons and cylinders replaced with first over-size; single port cylinder heads modified to dual ports and 30x33mm valves; compression raised to 8.0:1; one-off intake manifolds to enable Porsche

356 Solex PBIC 32mm carburetors to be fitted; air filter created to incorporate the original VW coffee can airbox; power output – approximated at 45bhp

GEARBOX

Split case, swing axle, full crash four-speed

BRAKES

Porsche 356B drum brakes front and rear

WHEELS**& TYRES**

Original chromed EMPI Sprint Star five spokes, 4x15 front and 5.5x15 rear; Excelsior six-ply nylon bias ply tyres – 4.00/4.25x15 front and 6.70x15 rear speed rated to 93mph

“The heater channels are original but needed repair work”

Taking on the roof conversion is a brave undertaking, but was far from the only bodywork Tomas and his friend Allan Opstrup did to the rust ravaged car, as Tomas told us. “The car was very rotten in the lower part of the chassis, so 40cm up the sheet metal has been replaced with original parts from a 1953 donor car. The heater channels are original but needed repair work.” The unexpected body repairs were discovered after Tomas and his good friend, Brian Hansen, stripped the car down. When they’d got it to a bare ‘shell and chassis it was clear the work would involve many more hours, days, no weeks, than first thought. When it came to the ‘pan Tomas only did repairs, not modifications – on the subject of which he informed us, “I had to cut out a few rusty sections and replace these with pieces from the original floorpan from the donor car.” Once repaired it was sandblasted and painted. Jeppe Friis Knudsen at Dansk Special Lakering painted the bodyshell and panels in the original VW colour, L36 Azure Blue.

Vintage velocity

Tomas may not have modded the floorpan, but that’s not the case for many of the parts he fitted to it. The chassis is lowered 4in at the front and one spline on the rear. An original VW front beam was narrowed by 2in and adjusters welded in by Tomas. The shock absorbers are a combination of Koni and NOS original VW items. Both front and rear brakes were upgraded with the larger, more powerful Porsche 356B alloy drums with radial cooling fins. The 280mm drums with twin cylinder leading shoes on the fronts ensure a tremendous improvement over the 230mm VW single shoe brakes. The gearbox is a stock non-syncro 1952 swing axle.

Now, remember we mentioned Michael Deny from

▲ The list of parts you’d find used on a 1952 Split that can be seen in this photo don’t add up to a long list! The more you look into this model, the more you find was changed by VW



▲ Introduced just before Zwitters were produced, the 60mm fuel tank cap continued to be used on the first Ovals in 1953

◀ Both a popular aftermarket addition, and original fitment on BMW R50 motorcycles, the Hella mirror spotlight isn’t hard to find. But the prices might give you a shock!

Germany and how his chance meeting with Tomas at the Spa VW show would prove important to the story of this car? Well, that’s because during conversation, Michael told Tomas about a very interesting engine he had discovered at a shoe factory about a decade earlier.

The engine sounded like it was something very special as it had twin carbs and was built in 1951 for a man called Klaus Rheinberger. Klaus was a keen motorsport competitor, as was his brother Eduard. The modified VW



engine was used between 1951 and 1953 to power the car he campaigned. In 1953 Klaus and Eduard took control of the family business, Rheinberger-Meisterschuhe. As you can imagine, the task of running a shoe factory with a workforce of 2500 was probably enough to put an end to the motorsport hobby. No one is certain of the events that lead to the engine being removed and stored in one of the factory buildings, but it sat there for 50 years until Michael Deny found it. There's no concrete information on the heritage of the engine either; during the decade Michael had it he was unable to confirm who built it or where. One possibility, Michael suggested, was that it might be a very early Okrasa build, as it dates from the year Gerhard Oettinger formed his company – Oettinger Kraftfahrtechnische Spezialanstalt.

Porsche inspired

Oettinger's early VW tuning components clearly took inspiration from the Porsche 356 engine of 1951. At the time Porsche used the VW crankcase but with Porsche twin-port cylinder heads and twin Solex 32 PBIC carbs. It is common knowledge today

that 'heads are where there's the most potential for unleashing extra power from the flat four. Oettinger developed his own dual intake port heads and a pair of pre-heated manifolds to accept a pair of Solex 32 PBJ carbs.

When Tomas was told about the mysterious engine

Michael had up for grabs, he was fascinated by what he heard. It was based on a VW 25-horse case dated 28 August 1951 with heavily altered VW heads transformed to dual inlet ports, with the larger 33mm inlet and 30mm exhaust valves. Although VW didn't make mention of the valve sizes in either brochures or owners handbooks, we can tell you the original valves were all 28.5mm. The bottom end

of the engine was not modified, so the crankshaft, flywheel and camshaft are stock VW specification. However, the barrels and pistons are first oversize, so are 75.5mm as opposed to 75mm and the compression ratio was raised from 5.8 to 8.0:1. The manifolds look to be custom made and are topped off with a pair of 32mm Porsche PBIC carbs. One element we have never seen the likes of before is the air filter set up; clearly custom made, it features two carb caps linked via ducting to a central T-piece

“it might be a very early Okrasa build”



▲ Perahaus accessory speaker grille is home for a VDO 8-day clock. Dutch Philips radio sits neatly underneath. Note Zwitters had an ashtray without trim or pull handle

✓ Accessory rear view mirror with electric light and passenger sun visor on bracket arm mount is a sought after item



✓ Crazy Brevox steering wheel is shown in the original 1960 VW Denmark brochure



▲ Original Moto Meter accessory allows additional tachometer to be mounted off the steering column and saves cutting a hole in the dashboard



◀ This aftermarket shift knob with integral thermometer is a nice touch

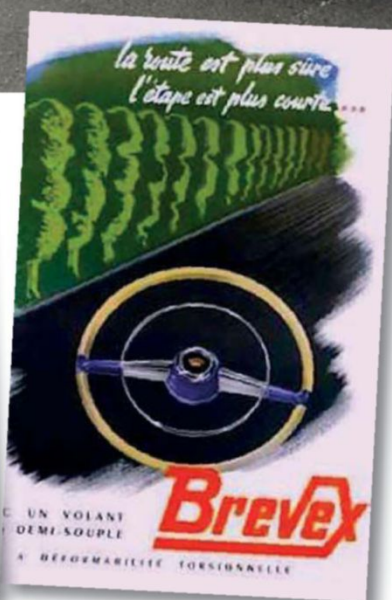




Matched Bosch spot and fog lights aren't seen often. They're pricey items, too. Note the Bremen crest Tomas fitted instead of the Wolfsburg original



▲ We identified the radio as a Record 424V



◀ Breve wheel was made in France, sold in Denmark

that's braced to the 'case and links the carbs to the original VW coffee-can air filter. It's Mad Professor meets Heath Robinson – ingenious but makeshift whilst being overly complicated and bonkers!

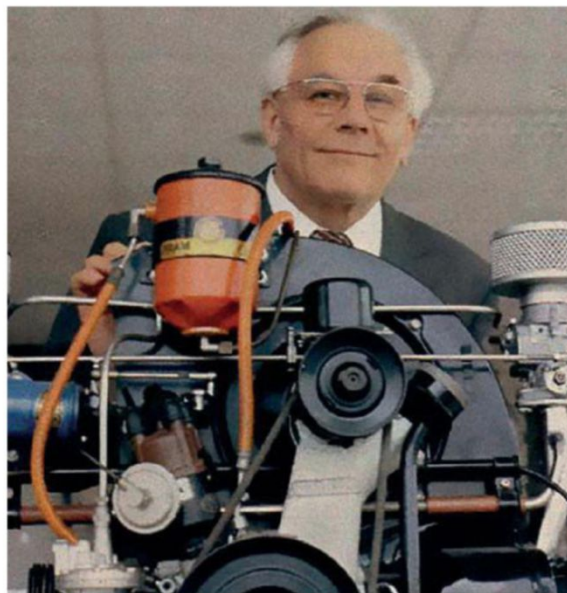
Some might say the same about Tomas, as the pull of this unknown air-cooled oddity was strong enough for him to get in his car and drive 1000km (620 miles) from Denmark to Pirmasens. Not knowing its precise pedigree is one thing, but apart from what amounts to hearsay of events over six decades old, Tomas had no proof the engine had ever

actually worked successfully. It could easily have been a folly, a flop and a failure. Well, he obviously took a gamble and bought it, as we wouldn't be talking about it, would we? As he explains, "It turned over, I was assured it had been started, but I had no knowledge of the internal condition of the engine." Imagine what the long drive home must have been like for his brain! Thankfully there was good news, as he told us, "I brought it home, took it apart, gave it new rings and bearings, and new valves and valve seats and then fired it up again." It ran like a champ and, from what Tomas told us, it puts out somewhere in the region of twice the power of a standard engine. On the subject of the appearance of the engine he commented: "I have kept the original look of the engine but have repainted some of the parts." The engine is definitely the element of the car Tomas likes the most and perhaps there's an enigmatic aura due to the mystery of its maker and its true heritage. Is it a prototype by Oettinger, or a very early custom build he carried out? We cannot say, but if you know then Tomas would love to hear from you.

Cabin capers

It's now time to cover the interior, but before we get too comfortable, we should give you an insight into the timescale, from strip down to completion. In total, the car took one and a half years, and that's only evenings and weekends after a full-day or week's work. So what was his secret to success? Well, he'd already collected





together everything he'd potentially need as he'd been buying up parts as he found them for ten years. If he saw a New Old Stock component he bought it, he'd scored a donor car and collected together some choice goodies.

As he puts it: "I was ready to start the build when I found the right project." Tomas did it the opposite way around – parts before car – and it seems like a winning formula to us. You buy something when you see it but don't need it, and even if you end up with a part you don't use you'll always be able to sell it on – usually for more than you paid for it.

Additions add up

The accessories inside are either rare, desirable, expensive – or all three. Starting with the early extras, like the one in the middle of the lovely stock dashboard for example. Twenty years ago VDO 80mm 8-day speaker grille clocks weren't too hard to find at VW shows for £200-£250. Today, they change hands for £1300 on the internet. Buying or selling a clock is obviously all about timing. Tomas didn't settle at having the VDO clock as he's accessorised his accessory by fitting a VW plaque supplied originally to owners of Beetles that reached 100,000km and a St Christopher plaque either side. Below the clock you'll find a 1957 Philips 424V Record LW/MW radio; remember this was the first Beetle to have a dashboard designed for a conventional style radio.

There's no chance of you missing the mad steering wheel Tomas fitted and we doubt you'll have seen one in a VW before. The interesting thing is that it originated in Nice, France rather than Germany and was made by a company called Brevox. Tomas informs us the wheel was an official accessory from VW of Denmark, and the original accessory brochure he has dating back to 1960 proves he's right as the Brevox wheel is shown inside it. Quite how the Danish VW importer ended up selling French aftermarket components

▲ The creator and his creation – Tomas took Best of Show at this year's European Bug-In



◀ ▲ Was this man's company responsible for the engine? We can't confirm either way

“accessories inside are either rare, desirable, expensive – or all three”

is beyond us. Take our advice – don't bother trying to get further info on these steering wheels from Google unless you fancy wasting hours of your life, as that's what will happen. After more variations and translations of variations, my five-hour quest, focussing on France and then Denmark, uncovered very little. In France all I found was where Brevox was once based and a few photos of steering wheels (not one of which was on a VW) and four adverts

from old magazines. As for Denmark, you'd have thought there would be something out there about VW Denmark and Brevox but there was nothing. And, I do mean nothing.

You'll see the car has been fitted with an Okrasa gear stick

topped with an accessory gear knob with integral thermometer, a Hella electric fan under the dash, an accessory rear view mirror with built-in courtesy light and a passenger sun visor on a bracket mount arm. Another VDO gauge, this time a tachometer, is mounted to the steering column in a Moto Meter gauge holder.

The upholstery hasn't been changed and amazingly all the seats are still wearing the material they left



◀ Zwitters were the only Split Window Beetle to have rear window trims. 1952 Monte Carlo rally plaque is a great find



◀ The T-handle decklid started with the Zwitter, as did the bumpers and heart tail lights

Wolfsburg with in 1952. All Thomas has done is carry out a little bit of repair work to the brown herringbone cloth. The carpets didn't fare so well, and while the rubber mats are original, the ones you see here are Wolfsburg West replacements.

Drive time

After a year and a half of graft the Zwitter was completed on 19 June this year, and this meant the test drive would have to wait until the 21st, as Tomas had to get his work out of the way as he had booked some time off. He must have faith in his work when he got in the car for its first run that Wednesday as he drove the 540km (335 miles) to the Hessisch Oldendorf Vintage gathering in Germany so he could be there when it started on the Friday. The car ran like a Volkswagen is supposed to – it didn't miss a beat. Just to be sure everything was good with the car, he drove 520km to Belgium for the European Bug In. This was a very good idea, as the weather at Chimay was horrendous all weekend. Not great in terms of being outside and muddy, but for Tomas it was perfect. The heavy rain confirmed the pathetic wipers functioned pathetically, just like any '52 to '57 Beetle, but also helped qualify the car had no leaks. The EBI weekend ended very well, as the Zwitter passed every test.

The passion and quality of the work Tomas put into his dream car would also be scrutinised for the most important test at EBI, when judges rightly awarded his Zwitter Best of Show. A fitting tribute, we'd say, to a pretty special car. ■



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Double take

Despite hesitating at first, Tony Martin took the plunge and bought this '62 crew cab and subsequently embarked on a driveway resto to turn it into a cool-looking weekend plaything

Words Mike Renaut Photos Matt Richardson



ony Martin explains he's been into Volkswagens for years, "I've had a 1968 Bay Window camper since 2007 but I always fancied getting a Splittie too." Split Screen campers are obviously desirable, but there's always a few out there to choose from if you have the asking price. However, Tony had his mind set on something a little rarer, a crew cab Pick-Up version. Officially called the Double Cab Pick-Up when introduced by Binz Karosseriefabrik in October 1953, they became commonly known as a 'Doka' (an abbreviation of 'Doppelkabine' – the German for double cab). Binz built around 550 but ceased production in early 1959 after Volkswagen introduced their own factory-built Doka in November 1958. Capable of carrying 1543lb plus a driver, 826lb and five people or any combination thereof, the Double Cab model was a good seller and deemed successful enough to continue production right into the years of the Type 25 and beyond.

Tony from Bexleyheath spotted this example on eBay back in 2014, "It's a 1962 model, first registered in January '63. It was for sale in Porthtowan, Cornwall near where my parents had lived for the past 20 years, although at first I sent friends, Charlotte and Scott, who live in Truro, to look at it for me. They emailed some photos. The seller was a guy named Paddy who had got it about a year before but never really used it."





The Pick-Up had previously been in Eugene, Oregon partially explaining what appears to be a blank cheque from the American owners pasted to the roof of the cab.

"To be honest at first I thought the asking price was a bit too high and I walked away," admits Tony. "It had no seatbelts and hadn't been used much, it was a bit ratty in places with areas of rust and a dent on the rear offside caused by a gatepost. But I'd always wanted a crew cab and there weren't many early ones for sale."

Hard knock life

After a bit of bartering Tony took the plunge, did a deal and bought a train ticket to the West Country. "The seller met me at the station, we went back to his house to do the paperwork and because I knew the journey home so well, I drove it the eight hours home. Unsurprisingly, once he'd got a chance to look around it properly on his drive, he soon found that like many Pick-Ups, the Doka had evidence of a hard working life. "I cut out all the rust and welded in new metal," explains Tony. "The safari windows had been glued shut, so once I'd got them open I discovered there was a lot of rot in the frames. The front valance had also rotted out, so there was a lot of fabrication to do." It's lucky Tony's a qualified MIG welder and vehicle restorer by trade!

It's also fortunate that Tony has understanding neighbours since he did much of that repair work on his driveway, including spraying on several coats of that Dove Blue paint. "When the Pick-Up left the factory it was Sealing Wax Red but had been repainted blue many years before I bought it. A previous owner put brick acid over the body to rat it out a bit but it looked too grubby so I rubbed out all the surface rust back to bare metal then sealed and painted it. I left a few areas of original Patina and damage since it's part of the vehicle's history.

"Believe it or not, it's a nightmare matching that Dove Blue," reveals Tony. "The paint has a finish where shiny areas really show up any imperfections

in the bodywork. I added a few areas of primer rubbed down so it doesn't look too perfect – I still wanted it to be classed as a Rat Look." The door signage was done via a stencil Tony had made up and advertises his stock and trade, although he's not sure if the signwriting will stay on or not. The cab floors and load bed area had been replaced before Tony bought it so once the body and paintwork was complete Tony made new supporting hoops and bows exactly to the original design in preparation for a new canvas top. The entire bed is fitted on struts and lifts like a tipper truck for access to the chassis. Tony obtained the fabric, all the square eyelets, clips and the leather straps and had a trimmer in Bromley custom make the rear canvas hood.

Take a back seat

"I bought it with no rear seat fitted," continues Tony, "so I purchased the middle and rear seats from a Type 2 Minibus, I had to use the middle seat because surprisingly the rear one turned out to be too long to fit a crew cab. That seat was already upholstered in green leather, which was in nice condition but

clashed badly with the exterior so for now we've put a blanket over it. I also added rear seatbelts so my 12-year-old daughter Millie is safe to travel with us, although there's currently no belts in the front!"

There's a space invader theme going on inside, something that Tony blames on his youth. "I worked in a bar when I was 17 and spent a lot of my time playing space invaders and it's just something that stuck with me," he smiles. The truck came with no doorcards so Tony fabricated some from 5mm plywood then fitted an unusual headlining. "It's rubber exercise matting which I put in there initially thinking it would be great for its sound proofing qualities and stop the truck booming while driving. I was going to cover it over but then decided I really liked the look as it was." Tony collects vintage ware and signs so it was inevitable a few of those would find their way into, and onto, his Doka. The dashboard is standard with the

➤ The towel rails on the American-spec bumper are for protection, but the rope is merely decoration. And for making lassoes



➤ That roof-mounted headlight spent most of its life on board a 1930s Chevrolet until one day Tony welded it to the roof of his Bus. It's definitely moved up in the world



TECH INFO

BODY

1962 Double Cab Pick-Up painted Dove Blue

INTERIOR

Largely stock; camper middle seat in rear; owner-trimmed with home-fabricated door cards and headlining

ENGINE

1641cc engine; 87mm barrels and pistons; 34 pict carburettor; 009 distributor with Pertronix ignitor; uprated alternator

GEARBOX

1500 Beetle four-speed manual

SUSPENSION

Front: T2D front beam narrowed 4in; dropped spindles
Rear: T2D straight axle conversion with Beetle axle and hubs

BRAKES

Original drums all round

WHEELS AND TYRES

Steel 15in wheels; 175/55 15 tyres at front, 185/65 15 at rear

> The bed had been repaired when Tony brought the truck, so he fabricated some hoops and fitted this neat canvas tarp. Gives a new meaning to the term 'belt up in the back'



> The drop sides are usually one of the worst places for rust to form on a Doka but these ones look solid. The whole bed had been modified with hinges to tip up should unloading need to be done in a hurry



“I’d always wanted a crew cab and there weren’t many early ones for sale”

> The subtle grey primer finished hubcaps were a temporary addition that may well stay



< With ten windows, three doors and a canvas tilt on the back imagine how long it takes to make sure this Doka is locked. Luckily, Tony enjoys driving it too much to leave it anywhere





“I purchased the middle and rear seats from a Type 2 Minibus”

original steering wheel but an extended gearstick and handbrake. “I hadn’t driven a Splittie before I bought this, only early Bays and Beetles. On that journey back from Cornwall I certainly got a stiff neck.”

In the past the original 1600 engine had gained a turbo but it was recently replaced with the 1641cc engine currently fitted. “I saw that turbo engine at the Elemental Weekend show in another crew cab,” remembers Tony, “it was in a truck being used as a DJ booth.”

Tony admits he tries to avoid doing any major mechanical work and prefers to rely instead on the expert help of James Wotton at Vee Dub Performance and Service (020 8317 2973 / www.veedubperformance.co.uk) who handles that side of things. “From memory, it’s a 1500 Beetle gearbox while the engine is a 1600cc fitted with 87mm barrels and pistons to get it to 1641cc. The carb is a stock 34 pict, and there’s a Bosch 009 distributor with a Pertronix ignitor fitted.”

Beetle back

Aside from having an uprated alternator fitted, Tony’s not had to do too much else. “A Beetle rear axle has been fitted and it’s been lowered a few splines I suspect, but it was all done before I owned it,” he explains. We also know the front end has been moved closer to the pavement via a 4in narrowed adjustable front beam with dropped spindles. The Pick-Up was purchased with Radar wheels but he swapped them for the 15in steels the truck



▲ Blank cheque could come in useful for any future modifications

➤ Recently there’s been a spate of German pirates being struck by red lightning, so it’s only fair to post a warning that means ‘don’t touch, electrical device’



currently wears. The second hand hubcaps were found for £20 the set, with grey primer painted over the rust providing the look Tony wanted. You’ve probably spotted the American-spec front bumper to which Tony fitted the towel rails to further improve the looks – the corded rope is just there for appearance sake too. Tony retained the original headlights. “It’s fitted with a brand new 12-volt loom so it all works great,” and then decided he fancied a Cyclops light for



THE BUILD

> Safari windows are great but they don't half hide rot – the reason these were glued closed when Tony bought it



< Tony soon got cracking on an exciting game of find and repair the rust; the Pick-Up put up a good fight but he won in the end



^ Tony walked a thin line between restoration and Rat-Look. The Dove Blue paint works for the former but its matt finish points toward the latter

< It's largely white paint over stock interior furnishings in the front half of the cab, although Tony's woodworking skills came in handy when it came to finishing things off

^ That's the advantage of a double cab, you can sit in the back and still get a great view



> Considering it was sprayed on his driveway the end result looks remarkably good. It was just a case of choosing a day when it's not raining – there's usually one per month



< A previous owner had actually tried to advance the surface rust on the body, meaning Tony had to primer over certain areas then try to blend in the newer paint. He did a great job



'62 SPLIT BUS DOUBLE CAB PICK-UP

the roof. The headlight bucket was an eBay find and likely came from a late 1930s or early '40s Chevrolet. "In the photos it looked like it had the perfect curve to match the Volkswagen's roof but it turned out to be different on the opposite side, so I had to make up a curved filler piece of metal and weld it on so the headlight could be mounted level."

We mentioned earlier about Tony having good neighbours and one of them (thanks Dave) kindly provided the roof rack. Having kept it since the 1970s when it was mounted on his brand new Bay, Dave decided Tony's needs were greater. The mirrors came from Tony's mate's van (presumably with his mate's permission) while the captain's chests were spotted on eBay and are fastened on courtesy of some leather straps provided by Tony's dad who previously used them on his Triumph Spitfire.

"The Double Cab is an ideal weekend vehicle," says Tony. "We can still go to shows in comfort in the crew cab and carry a lot of stuff in the bed. In fact we use it for shows all the time and put a five-man tent and large awning in the back. I actually prefer driving the Pick-Up to my Bay.

"At one point I was considering restoring it but I can't see that happening now, because I love the way it looks. It's funny, at shows the young enthusiasts prefer the Pick-Up, the older ones with families prefer the Bay Window. I've had more than a few non-Volkswagen people tell me the Pick-Up wasn't a factory option, and some have even asked why I would cut the back end off a Camper..." ■



^ There's a 1641cc engine out back which scoots the thing along quite nicely, thank you

> In 1936 an American singer called Tony Martin had a hit song called *The Moon of Manakora*, later another Tony Martin was a singer for *Black Sabbath*. This is the Tony Martin who built this Double Cab. We didn't ask if he can sing...



"The Double Cab is an ideal weekend vehicle"





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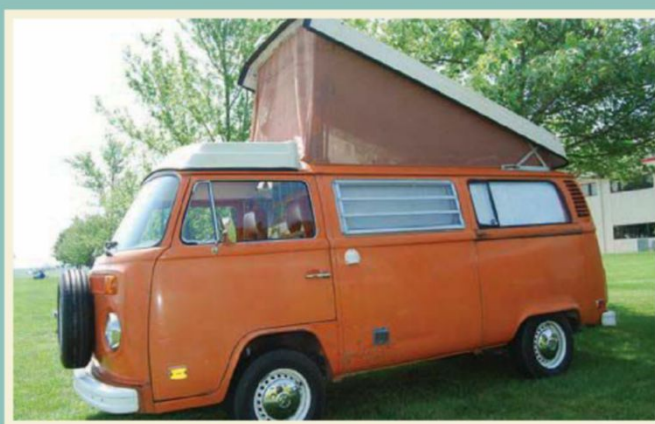


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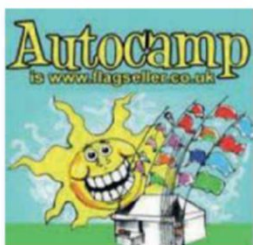
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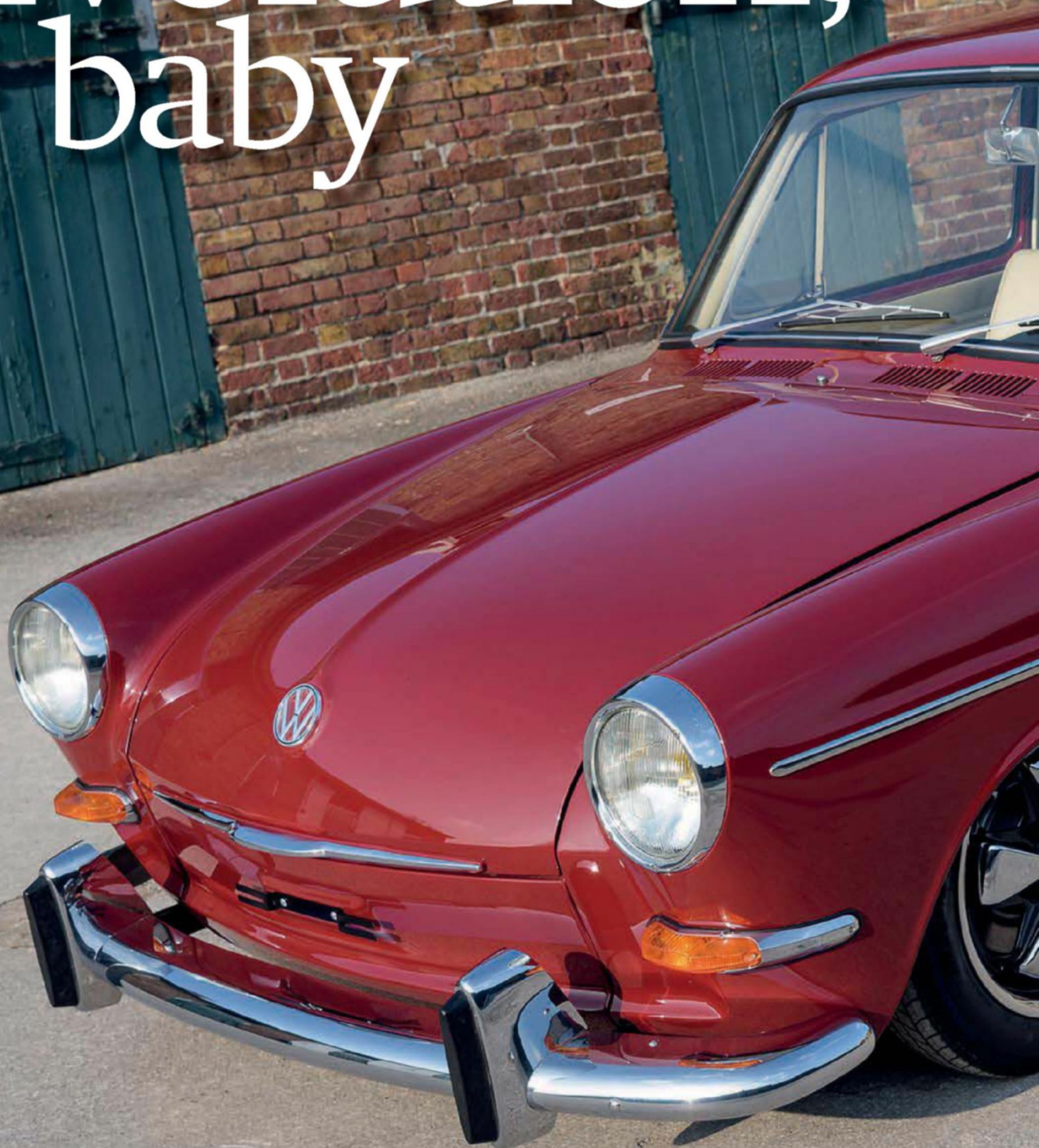
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■ '66 TYPE 3 FASTBACK

It's Evolution, baby





Mario Steinhauser knows a thing or two about the Type 3. And this flawless Fastback represents a world-class evolution of the formula...

“This cherry-red Fastback is an exercise in how to do things properly”



▲ Engine is bone-stock – it's been fastidiously rebuilt, painted, and had all its screws and bolts galvanised

The notion of creatures streamlining themselves and making their inherent design more efficient has fascinated mankind for longer than anybody can comfortably remember. The basic premise of evolution is that successive generations adapt and develop characteristics with each newly-spawned breed, constantly changing to suit environmental conditions and survival needs. Life on Earth just can't sit still. (For the sake of balance, we'll concede that other viewpoints on the creation of life are available, as long as you agree to acknowledge that evolution is 'a theory' in the same sense that gravity is.)

From the myriad spiralling specks of matter that burst forth from the Big Bang to the befuddling stromatolites of Western Australia, the entire history of the Earth is characterised by a necessity to change and adapt. This macro concept, of course,



leads neatly into the micro-evolution of the Type 3 Fastback you see before you today.

The brainchild of Mario Steinhauser – the driving force behind marque aficionados Type 3 Headquarter (type3headquarter.de) – this shimmering cherry-red Fastback is an exercise in how to do things properly, never to compromise, and how to develop a tidy and original old-skool Volkswagen into a twenty-first century show-winner.

In the DNA

This is all deeply intertwined within Mario's DNA, of course. "I started out with various Beetles when I first got my driving licence," he explains. "I always used to drive them to shows, but having to sleep in a tent did get tiresome... and then one day I saw a guy asleep in the back of a Type 3 Squareback!" You can almost hear the lightbulb fizzing into life above the young Mario's head; aircooled thrills and practicality in one compact package? He was an immediate convert.

"My first Type 3 was a '62," Mario continues, "and I

▲ Fastback sits perfectly, aired out over its staggered Fuchs reps. Aside from a tiny spot by the rear window, this gorgeous body is entirely unwelded

absolutely fell in love with the model from that point. I've owned a lot of them, and I began to collect as many parts as I could over the years, until in 2010 I was in a position to start up my own business, Type 3 Headquarter – or 'T3HQ'. I sell parts as well as cars; I've been building show cars since 2004, and have had eight cars at The *VolksWorld* Show in Esher since, so it all made sense."

This is indisputably true, and the quality of this Fastback serves to neatly showcase the skills of T3HQ as well as the parts and service on offer. But if Squarebacks are where it's at, given their ingenious ability to transform into mobile boudoirs when the owls start hooting, why go for the more rakish sloping-tailed sibling?

"Quite simply, it was time to show people how cool the Type 3 Fastback can be," says Mario, matter-of-factly. "With this car I've aimed to raise the quality level of the genre overall. They've always had a small circle of lovers, but never really been as popular as certain



'66 TYPE 3 FASTBACK

TECH INFO

BODY

1966 Fastback fully restored by Andy Finch and Spikes Vintage Restorations with NOS parts wherever possible

ENGINE

1584cc flat-four, all-original spec, fully refurbished and painted with galvanised screws and bolts

TRANSMISSION

Stock transmission – refurbished and cleaned with new axle boots

WHEELS

4.5x15in (front) and 5.5x15in (rear) SSP chromed Fuchs replicas (detailed by Spikes Vintage restorations); 135/80 (front) and 185/65 (rear) tyres

SUSPENSION

DogBack Beam Performance front beam – narrowed 3in with air shocks; DogBack rear with custom brackets for air shocks
Brakes
Front discs; Type 3 Headquarter 5x130 rear hubs

INTERIOR

Custom original-style vinyl seat covers; powder-coated seat bases; new carpets; DKT Berg shifter; Porsche 356 steering wheel



◀ We could make a weak joke about 'fifty shades of red', but actually it's just these two

▲ So clean, you wouldn't want to risk dumping the weekly shop in there



▲ 15in SSP chromed Fuchs replicas are in staggered widths – 4.5in up front, 5.5in out back



▲ Mario was obsessive in his quest for NOS parts



other models... my friend Michael Moos had a go at revivifying the Type 3's fortunes a few years ago with his Velvet Green Squareback, so I thought it was high time I had a go with the Fastback."

And that's as complex as it really needs to be – Mario had the passion, the skills, the history, and the business with which to back up his aspirations; all he needed to get the ball rolling was to find the right car.

As it turned out, the correct project base was waiting for him all along – it just happened to be in the United States. But the world's getting smaller all the time, so it was merely the flutter of a gnat's wing that brought the thing safely home to Europe (OK, perhaps it was slightly lengthier than that, but import times aren't insurmountably horrible these days) and, using a friend as proxy buyer, Mario bought well.

But, actually, that wasn't quite how it happened. In fact, the way it went down was that a friend had bought the '66 car in the US and had it shipped over, then decided it wasn't really good enough for him,

▲ Rightly proud of his latest creation. We can't help but wonder what's next for T3HQ?

and asked Mario if he'd be interested in taking it off his hands. "It was a totally unwelded car," he marvels. "Sure, the interior was rather sunburnt, but that's always the case with Californian cars. But it was unwelded, so of course I bought it straight away."

Twist in the tale

As seems to be increasingly the case with this car, the evolution of the tale served up another shocking twist at this point: a customer of Mario's fancied taking the Fastback away in return for his own restored Squareback, and as a businessman as well as an enthusiast, it made sense to swap it for the better example. This new owner then set about splitting the car apart to renew and restore everything in the chassis, but refit the patinated body. The day he finished it all and drove it for the first time... he changed his mind and decided he wanted a boat instead. So he called up Mario and asked if he wanted to buy the thing back. You can presumably imagine how that conversation went.

Fast-forward to a rockin' New Year's Eve party, and Mario and his friend Andy Finch were making plans for the '66. Not in the party itself, obviously – they were out in the workshop. Hey, what's the big deal about New Year's Eve anyway? There'll always be another one next year.

"Andy asked me what my next show car was going to be, and to be honest I wasn't sure," he recalls. "But the Fastback had been calling out for some time, so I delivered it to

“Quite simply, it was time to show people how cool the Type 3 Fastback can be”



▲ Interior enjoys custom original-style seat trim and new carpets

his workshop in Essex – 1,200km from my workshop – and he got busy. The team split body and chassis again, and removed all the dirt and undercoat from the 'shell. Andy cleaned everything and welded up a small hole at the rear window frame, then did just the best paintjob on a car I have ever owned. He's painted some cars before but this one was the best by far. The doors, the wings, the roof, it's all like a mirror. Incredible."

Evolution in action

As soon as the body was perfected, Mario collected the car, brought it back to his own workshop, rolled up his sleeves, stuck the kettle on, and got to work. He was keen to use new old-stock parts wherever physically possible, from the pop-out latches and chrome window trims to the indicator and tail light bases, lenses, bumpers and irons... it was a jigsaw puzzle bordering on the obsessive, and this really shines through in the finished product.

"I did some night-shifts to finish the car in time"



➤ Air install is as functional and logical as the rest of the car



▲ Porsche 356 steering wheel is a cheeky addition to the OEM styling



▲ DKT Berg shifter is a tasteful addition

"Michael Moos of DogBack Beam Performance visited me for a weekend, and we installed the front beam, the air shocks, the air-ride setup and the rear brackets for the shocks," says Mario. "It was the first time a Type 3 had used this kind of bracket at the rear, but everything fits like Lego.

"Le Bug Show in Spa was close," he continues, "and I did some night-shifts to finish the car in time. Everything absolutely had to be in full working order – it couldn't be a dummy build. The car first drove out of my workshop on the day we left for Spa Francorchamps, and it got a massive load of attention there. It also won a Top-20 trophy – the official test drive was settled on my way to the prize-giving at the racetrack!"

A change of scene

Six months later, the Fastback was down at Sandown Park, with Andy and his friends polishing up the gorgeous new paint at the *VolksWorld* shindig. "There were six or seven people polishing it, I was really surprised – the English people are awesome," Mario grins. "I got a Top-20 trophy there too, thanks to Andy and his amazing paintwork."

Modesty at work there, of course – Mario's own efforts in the details of the car are second to none, and it really works as a showpiece for the business as well as being a manifestation of his lifelong passion for these offbeat little motors. Built as a fully functional show car, that's exactly how it gets used; show and go, business and pleasure. From its humble beginnings in California, where it avoided the welder and stayed out of trouble, through its various European adventures before arriving slap bang in the middle of the showgrounds of 2017, this gleaming Fastback is a true demonstration of evolution at work. ■

Thanks

Andy 'The Paint' Finch for doing the awesome paintjob – it never would be 'the car' without him! Michael Moos from DogBack Beam for the beam and axle works, Eric Puder for his helping hands, and my love Dottie for all her support during my projects.

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Simon Flack's '72 Bug proves that you don't have to spend big bucks and go all historic when it comes to owning an interesting VW

Words Ian Cushway Photos Thru-a-Lupe Photography



Better Late
than never

“I did most of the work in a single garage at the back of my mate’s house”



▲ Since he was 10, graphic designer/technical author Simon dreamed of owning a Beetle like the one he's got now

W

hat's this about '70s Beetles being boring? Well, as far as we're concerned that's hokum – and the cleverly tweaked example before you here proves it.

It belongs to 40 year-old Simon Flack from Cardiff and it was his first car, bought 19 years ago. “I'd always wanted a Beetle since being driven to swimming lessons in my dad's friend's '66,” enthuses Simon. “I just loved it. Also, a few year's later, outside the last house on my paper round, there was a late Beetle in original metallic turquoise on what I now think must have been Wolfies. I used to stare at it every morning – I thought it was the nuts!”

As a 10 year-old, Simon fuelled his passion by grabbing any mag that had a Beetle in it, including a few early copies of *VolksWorld*, of course, before he was old enough to get his hands on the real thing in 1998 after finishing Uni. “I spotted it in the *Free Ads*, it was being sold by the local butcher (it was his daughter's car) so it was simply a combination of price and location – oh, and the fact that it just so happened to be Turquoise Metallic (L95B).”

Durable daily

Simon became just the third owner and over the next couple of years drove his Beetle every day and started going to the odd show. “It was totally stock

when I bought it, so I started doing bits and pieces as and when I had the spare cash,” he explains. In about 2001, Simon started what he calls a quick ‘fix and tart-up’ restoration when he changed the colour to a 1990s Rover Kingfisher Blue (JAX) which is the colour you see it in today.

Youthful enthusiasm (yes, we've all been there) – and the need for a bit more poke – led Simon to bolt on a pair of twin Dellorto FRD 34s which, needless to say, resulted in a spot of fun and games on more than one occasion. “They were great carbs, but the linkage was dreadful,” he recalls. “One time, when coming back from a surfing trip to West Wales, we had to do some running repairs and drove all the way back to Cardiff with the carbs and linkage cobbled together with rubber bands, hair bands and cable ties.”

Bruised but obviously undeterred by this experience, he subsequently embarked on a course of experimentation with different engines, some of which, he reveals, were more successful than others. “I put in a single port 1500cc, then a twin carb'd 1600 and a 1641 – at this point I am loathed to divulge how many might or might not have blown up.”

On another occasion, and one that he insists we mention, is when the wiper motor decided to pack up while driving down the M4 at Christmas in driving rain. “For a good couple of hours my partner, Celia, had to hang out of the window manually

“Basically, the bottom 6in of the car was rotten”

TECH INFO

BODY

1972 1300 Beetle painted in Rover Kingfisher Blue; deleted rear vents; removable rear valance; Hooky's HiPac inner rear wing panels; Type 3 mirrors; welded up rear air vents

ENGINE

AS21 case; 1641cc pistons with Teflon buttons; big valve heads; Engle 110 cam with straight cut gears; 1.1.25 roller rockers with elephant foot adjusters; HD cam followers; lightened flywheel; twin 34 ICT Weber carbs on Type 3 manifolds with custom, low-level linkage; BMD serpentine pulley kit; external breather boxes; high volume oil pump with external filter; Bosch 094 distributor; stainless big bore quiet pack exhaust

GEARBOX

Stock four-speed; EMPI quickshift

SUSPENSION

Dropped spindles; 2in narrowed, adjustable front beam

BRAKES

Front disc brake conversion



➤ Mk2 Golf Crosshair headlamps and clear indicator lenses are a nod towards water-cooled OE+ styling

➤ Smoked rear lenses and EMPI mudflaps exemplifies Simon's mix and match approach



➤ We think you'll agree, Gas Burners look just perfect on a later Bug



➤ Simon wanted an engine with a bit of poke and something he could have fun with but would still be good for every day use

➤ Under bonnet area features a colour coded, detailed and distressed EMPI toolkit as well as a home-made rear dash cover



pushing the wipers back across the screen so I could see where I was going. She was soaked and frozen by the end of it," Simon remembers painfully while reminding himself why he knew there and then that Celia was a 'keeper'.

Work in progress

Realising that more work would be needed to keep his Beetle going long term, Simon took it off the road in 2012 for a major overhaul. "The body-off restoration was as extensive as I could afford," he explains, "after all, she was always going to be a daily driver. I did most of the work in a single garage at the back of my mate, Mark Webber's, house. It took around 18 months."

With help from Mark, Simon welded in new heater channels, new floorpans, a





Front pews look like Porsche tombstones but are actually from a Mazda

“They look just like Porsche tombstones, but are smaller so fit nicely, and are a damned sight cheaper”

new bulkhead, four replacement wings (from VW Heritage) and a genuine 1200 style bonnet without the vents. “Basically, the bottom 6in of the car was still off,” Simon explains. And while the body was still off, he fitted the 2in narrowed, adjustable front beam and dropped spindles he’d purchased from Machine 7. He also took the opportunity to convert the front brakes to disc and replaced all the fuel lines.

During the preparation of the body, Simon decided to weld up the air vents behind the rear side windows, fit a removable rear valance and add a pair of Hooky’s High Performance Access Panels to the rear inner wings for easy carb tweaks. Meanwhile, he obtained stainless bumpers, billet running boards and some Robri stone guards for the front and rear wings.

Once it was all done and the body and floorpan reunited, he took the car to A&D Vehicle Repair Centre in Cardiff for a fresh respray.

Looks-wise, he admits he didn’t go for any particular style although his influences can definitely be traced back to the water-cooled scene. “It’s a bit of a Resto-Cal, a bit of a GTi and a bit of a modern-ish mild



custom build I guess,” grins Simon. “My thoughts were, what if VW had done a GTi Wolfsburg Edition for the Beetle in the ’70s?” Hence the Mk2 Golf crystal crosshair headlights, clear indicator lenses and the addition of a Wolfsburg Edition logo. Oh, and did you spot the high level LED brake light hidden in the air vent below the rear window? All very clever.

The 1641cc engine you see here actually belongs to a friend, Sean Cornish. “Mine’s essentially the same spec and while it was running beautifully on the bench, it just wasn’t happy under load in the car. It’s currently in Sean’s garage ready for another rebuild.”

Cabin fever

What makes later Beetles fun is that there’s an opportunity to think way outside the box and not risk offending the purists. So you won’t be shocked to discover those sporty looking front pews are straight out of a Mazda MX-5. As Simon put it: “They look just like Porsche tombstones, but are smaller so fit nicely, and are a damned sight cheaper.” The inertia reel belts came out of an old Metro, no less – further

Mk6 Golf Jacky Plaid inserts give a contemporary feel to the interior. Close to stock diameter Grant GT Hot Rod steering wheel looks nice and subtle



▲ Wolfsburg edition logos on winder handles and floor mats are another nod to the water-cooled scene



➤ Push start on a Beetle? You better believe it, and it's nothing to do with a flat battery

TECH INFO

INTERIOR

Mazda MX-5 front seats trimmed in black vinyl with Mk6 Golf Jacky Plaid inserts; early button type glovebox catch; stainless switches; glassfibre glovebox containing header unit

WHEELS & TYRES

15x5.5J JBW Gas Burners; Bridgestone B250 175/55/15 tyres at front, Firestone T2300 205/65/15 at rear

evidence, if any were needed, that it doesn't need to be 'spend, spend, spend' when carrying out a '70s Beetle build.

Nick Edwards at Celtic Motorhomes in Bedwas, Caerphilly retrimmed the seats and doorcards in black vinyl with genuine Mk6 Golf GTD Jacky Plaid black/grey fabric inserts and even made Simon matching rear cushions as a surprise.

Other clever touches include the early style button glovebox catch and flush mount stainless switches which contain blue LEDs which illuminate when the lights are turned on.

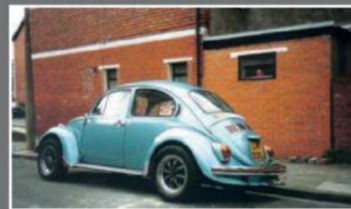
Happy talk

A car like this needs a decent set of wheels, so Simon got some JBW Gas Burners and had Flat Out Alloys in Cardiff refinish them to his own specification which included diamond cutting the surfaces and powder coating the rest.

The only other thing left to do was sort the music which Simon achieved by hiding a Pioneer head unit in the glovebox and stashing a pair of Rockford

THE BUILD

➤ The '72 1300 was Simon's daily for ages – back in 1998 when he got it, early mods were modest and on a budget



◀ Bug Jam a few years later, the car had remained largely the same

➤ Simon had to replace both floorpan halves as well as the heater channels on both sides



◀ In fact, the whole bottom 6in of the car was rotten so lots of panels were replaced. Hooky's rear inner wing sections were let in to allow better access to the carbs

➤ With the bodywork done, the car was given another coat of, ahem, Rover Kingfisher Blue



◀ Friend Sean Cornish built Simon's engine (seen here) to almost an identical spec to his own. In fact, Sean's engine was in the car when we shot it but it's since been swapped over

Fosgate 6x9 speakers and a 12in Boss sub and SPX 250W amp behind the back seat. Not that he necessarily relies on a happy tune to put a smile on his face while driving – especially as he's now behind the wheel of a car he'd been dreaming of owning since he was 10. "I just love driving my Beetle and the reactions it gets," he reveals. "Still one of the biggest buzzes is driving home from work and seeing kids being dragged down the street by their parents while shouting, 'look at that cool car, mum, look at that,' and pointing. I just give the engine a few revs and they love it!" ■

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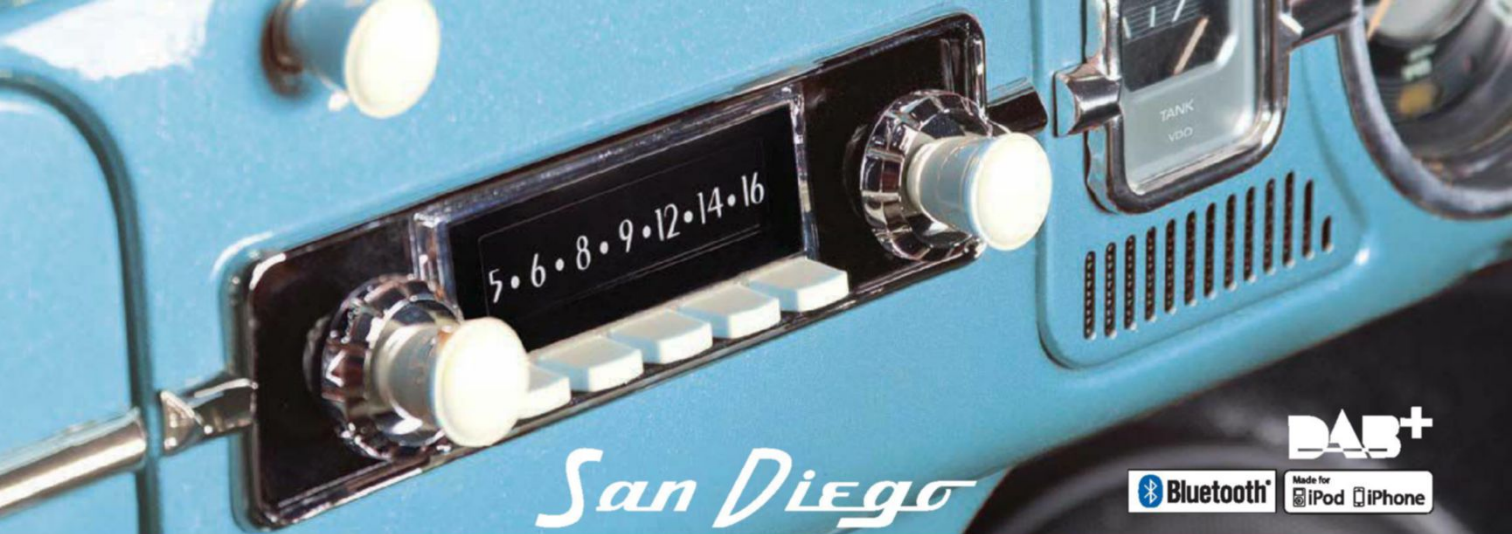
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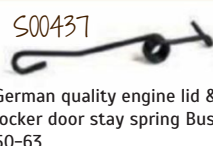


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Reed it and weep

This South African Reed Green '56 was bought so owner Phoebe could meddle and modify to her heart's content. We think you'll agree, despite a few hiccups while doing it, the end result was more than worth it

Words Gordie Woollacott Photos Thru-a-Lupe Photography



Y

ou probably need to take a moment to compose yourself before you get to the background on this killer '56 Oval. It's okay. It's perfectly natural. If you're ever lucky enough to catch it in the flesh, clear your schedule for the rest of the day. It's unlikely

that your feet are taking you anywhere fast. I'm in the automotive equivalent of that scene in *Wayne's World* where Garth stares all dreamy-eyed at the 'foxy lady' and then disappears into a world of fantasy where he gets the girl. Are we on solid ground here if we reference *Wayne's World*? I'm grudgingly aware of how old it's becoming – released in 1992, if you're wondering – exactly one year before Phoebe Hughes was born, who enters stage right as the name on the logbook of this Reed Green heart-stealer.

Phoebe hails from the most beautiful part of the country – that's Cornwall, as if clarification was needed – and is a very active member of the First 'n'

Last VW Club (www.fnlvw.co.uk). "I met my partner, Morgan, when I braved going to an FNL meet in my '74 Bug, which was my first ever car," she explains. "I didn't know these types of clubs and meetings existed before I got a Beetle! Now I'm hooked and we own a few Volkswagens together, including a '68 Westy and a 1983 Mk1 Golf."

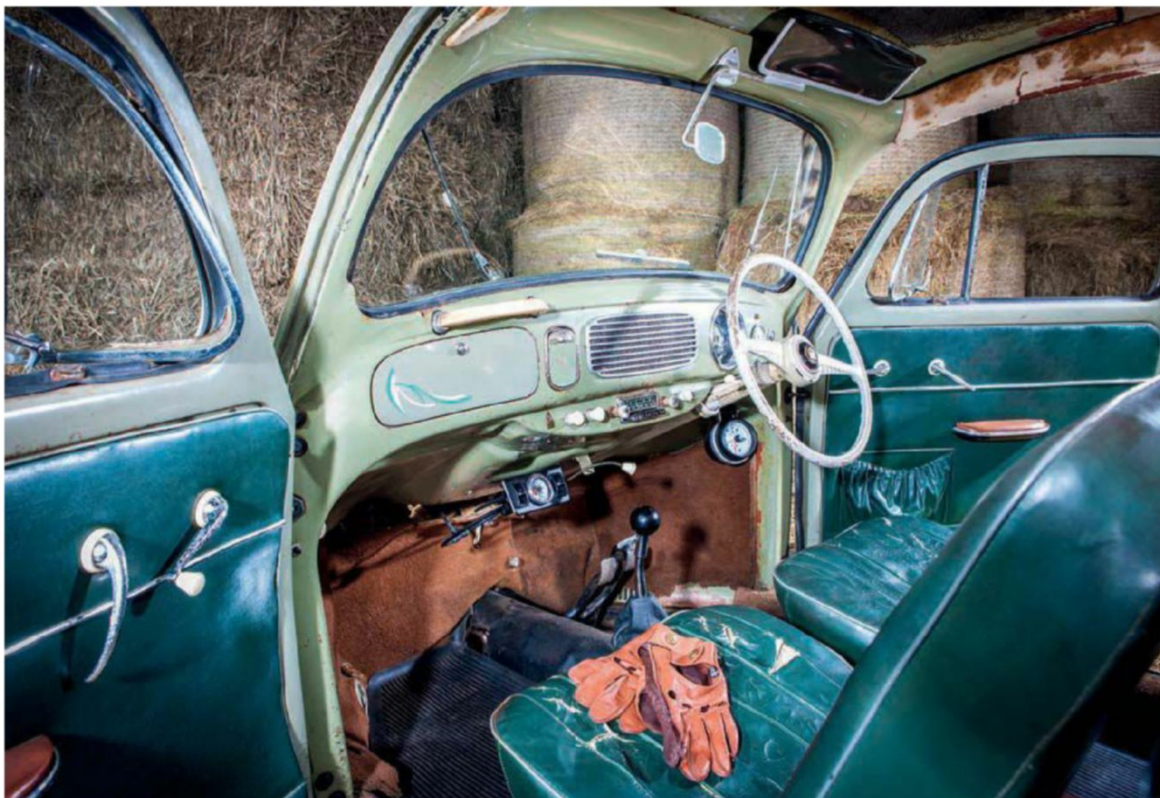
The '56, however, was primarily bought for Phoebe to build as she saw fit. It wasn't the first Oval they had bought and, in fact, it wasn't even the first '56. "Although I loved my '74 as it was my first car and super easy to drive, after owning it for about 12 months I needed to upgrade. I knew exactly what I wanted – an early '50s original paint Beetle." No pressure then. The first '56 to arrive in Cornwall came from Michigan in the USA and, as a Brucie bonus, had a factory-fitted ragtop. As Phoebe revealed, "We bought and shipped it ourselves. It was a very easy process that we will definitely be doing again."





^ A little reminder to take care of that 1300 back there

> Pin striping and gauges add a subtle touch of custom to an otherwise original interior. They didn't have a raft of options in 1956; driving gloves however were definitely one!



TECH INFO

BODY

1956 RHD Oval in original Reed Green paint

INTERIOR

Original stock interior

ENGINE

Rebuilt 1300cc donor with early fan shroud

WHEELS & TYRES

Rocket Racing 15x5 wheels with Nankang 145x65 tyres at the front and detailed BF Goodrich 205x65 tyres at the rear

SUSPENSION

Aire Valley Speed Shop 4in narrowed beam with offset shock towers; Monroe front air shocks; TransporterHaus lengthened and notched adjustable rear spring plates

The car took three agonising months to arrive, but the initial excitement soon wavered as reality set in. "We knew we were buying a project car, but we didn't realise just how much welding it needed, something neither of us can do. It was a tough decision, but we chose to move it on so we could find something in need of mechanical rather than metal work. I'd let the fact that it wasn't in original paint slide when we bought it, but was determined to find one in the condition I wanted this time."

Travel show

This single-minded approach is what led Phoebe and Morgan to this original paint Reed Green right-hand-drive '56 Oval. "We pooled all our funds and were on a mission to find the perfect car," Phoebe reveals. "After a lot of searching, we eventually revisited a vehicle that we knew of just a few miles down the road belonging to a local gentleman. It was originally from South Africa and had been imported to Scotland some years earlier. We had tried to buy it before, but he wasn't looking to sell. Fortunately, after some time and persuasion, a deal was eventually struck."

The Oval didn't look exactly how you see it here. It had the air of a car that had lived a long life and was cruising into retirement. Its paint was worn and the roof had suffered greatly from avian excrement (sounds way better than bird poo, right?) It was slightly lowered on the front end with a one-off beam of unknown origin rolling on its original steel wheels and came with no engine installed. But forget all that because Phoebe and Morgan had other ideas. European Bug-In 6 was just a couple of months away and the '56 had no choice – it was going!

With a round-trip of just over 1,000 miles on the horizon, sensibly the initial focus was on the engine. "It came with its original matching numbers engine (not installed), but we stripped and rebuilt a 1300 from a rotten Bug that we broke for parts. This was the first time either of us had done an engine rebuild



^ South African origins means this particular Oval has remained wonderfully rust-free

but, with some existing knowledge and a lot of reading on the subject, we were confident enough to begin the strip down. However, as we were only doing the odd bit in evenings and weekends, time started to get away from us. It was only a couple of days before leaving for Bug-In that we managed to get the car and engine to Evil Ben's workshop in Truro for the final fit and tuning."

Show stoppers

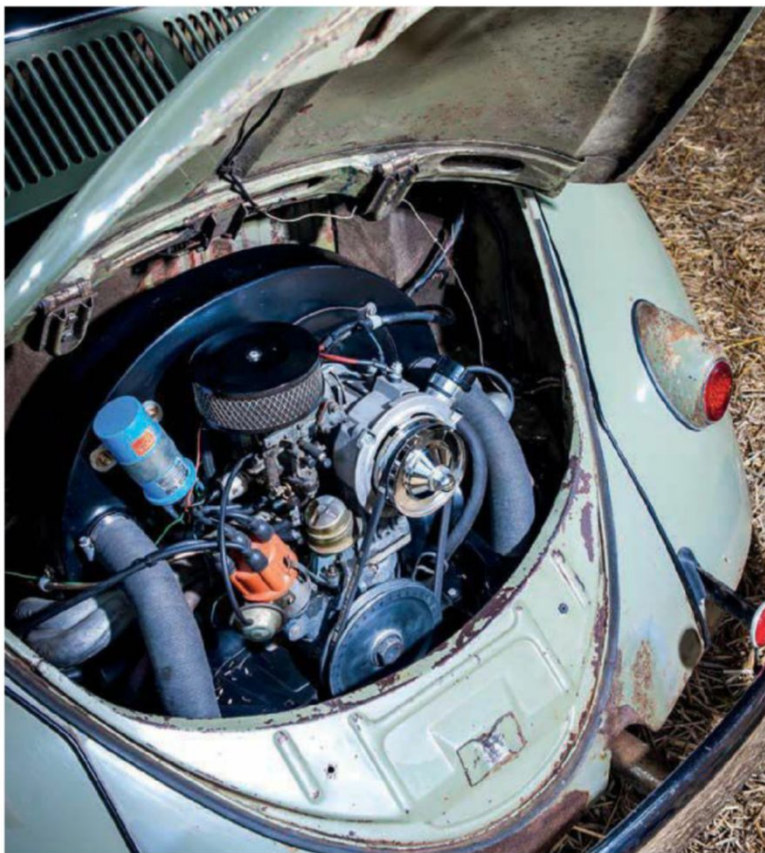
In anticipation, their '68 Westy was fully packed and ready for the road trip to Chimay, Belgium when they showed up at Evil Ben's on the day of departure, hoping to collect the Beetle. "This would be my first drive of the car and my first drive into a foreign country," she recalls. "Of course the guys managed to get it ready and we did 250 trouble free miles before teething problems set in. Nothing wrong at all with the work done at Evil Ben's, it was all the other stuff that you only find when you drive something for a while."

The first sign of trouble arose at sunset.



“I knew exactly what I wanted – an early '50s original paint Beetle”





^ With the original engine tucked up nice and safe, this rebuilt 1300 is providing the motion for now



> Neat and tidy install takes care of the Oval's ride height



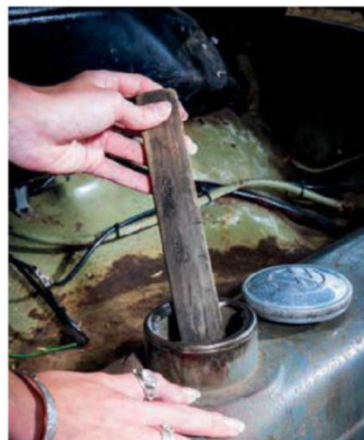
^ Straw-scraping ride height is achieved courtesy of an Aire Valley beam, TransporterHaus adjustable spring plates and Monroe air shocks

With the headlights on, the voltage regulator let go, deeming the brand new alternator redundant. "Luckily, the Bus was running great and so we were able to keep swapping the batteries over every 100 miles or so to keep us going. On one of our roadside swap overs, passers-by yelled 'call the AA you f\$&*ing hippies' – that still makes us laugh to this day!"

Having made it sur le continent, it was time for the brakes to try and put a halt to things, and not in the good way. Phoebe: "As we pulled onto a busy French motorway, I realised the brake pedal was rock solid. For some reason the brakes were sticking on, causing the fluid to boil so much that the heat that was created started to bubble the paint on the new, banded steel wheels the car was running on at the time. We waited for them to cool down before backing them off and pressing on."

Following that setback, the freshly fitted points closed up and fuelling problems began causing the engine to cut out randomly. A new fuel filter seemed to be the cure and, after a few more battery swap over stops and brake cooling intermissions, incredibly the '56 made it to European Bug-In 6! I think some would have given up after just one of those problems.

A new regulator picked up at the show didn't help as it turned out to be the wrong one, a fact demonstrated through the merciless act of setting



^ This accessory came with the car...

> Detailing inspiration straight from the drag strip on these bargain find Rocket wheels



the battery alight on the way home. "After running out of fuel in the queue for the ferry at Calais we had to push it and blag our way on-board. Recovery was finally called for at Dover and the mission was over." As Phoebe recalls: "Although that was the most stressful drive I have ever done, it was well worth it and one of the best shows I have been to."

With the car recovered back to Evil Ben's, each of the issues was systematically dealt with. Reconditioned brakes with new lines found their way under the arches and the correct voltage regulator now nestles under the deck lid.

Air we go

Teething problems dealt with, Phoebe concentrated on achieving the look she wanted. An Aire Valley Speed Shop adjustable front beam with offset shock mounts was ordered to work together with a set of Monroe air shocks on the front. As Phoebe puts it, "It's a good set up for us as we don't really need much lift. The beam is awesome and was well worth the wait."

Fate lent a hand by providing a set of original 15in Rocket Racing wheels in the auto jumble at the Dorset Volksfest for bargain money. These have been put to good use shod with 145x65 front and 205x65 rear tyres, with the rears getting some race car-esque detailing. Said Phoebe: "The wheels are my favourite part of the car. We stripped off the paint, leaving the middle raw

"It's a good set up for us as we don't really need much lift"

alloy and then hand-polished the rims. We had custom centre caps made by JK Customs to finish the look."

It might not have been the smoothest journey creating the car that she always wanted, but judging by the results it has been more than worth it. It's also a perfect example of the great friends you make for life in the world of Volkswagens. "The FNL VW Club has become a large part of our lives, and we have got a great circle of friends that show more support and help than you can imagine which makes owning a classic air-cooled VW all the more rewarding." ■

For more advice on shipping a car to these shores, why not take a look at the handy guide we ran in the November issue of VolksWorld? If you've missed out on that one, or any others, back issues are available! See page 4 for details of how to get them.



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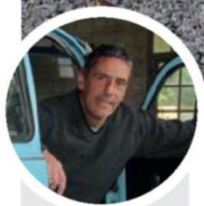


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OWNER INFO

NAME:
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OCCUPATION:
Editor

CARS OWNED:
'68 Bug, Audi A6,
two T5s

WORK THIS MONTH: Sorting a few odd jobs

Sitting comfortably?

Ian gets to the bottom of why his rear bench doesn't fit

Ever since buying my Bug in May 2016, I've been trying to figure out why the base of the back seat didn't fit quite right. It wasn't wide enough and too deep, so the front edge protruded beyond the metal strip that runs the width of the car and fouled

the reel for the inertia seatbelts. Well, I've finally got to the bottom of it. Its been recovered, and it's a much earlier pew; judging by the two-tone vinyl, probably from an early '60s Beetle.

I called Mega Bug (www.megabug.co.uk) who told me they had a correct-year secondhand replacement in stock,

so a suitably low price was agreed. Being in France, I arranged for it to be delivered to VW Heritage in West Sussex, which is close to where I usually stay, so I could collect it on my next trip over. The seat's now in the car and, yes, it's a perfect fit.

No bright spark

After several bad experiences, I have to confess I hate car electrics. Indeed, the last time I did any wiring, I almost set light to my '79 Cabriolet. I was on the way down to Brighton with some friends, following the veteran car run, when smoke started coming from the Alpine radio/cassette I'd just plumbed in. Stupidly, I started pulling apart all the connections, burning my hands on the red-hot wires in the process. We limped home with most of the car's fusebox blown, with me vowing never to do any DIY car electrics again.

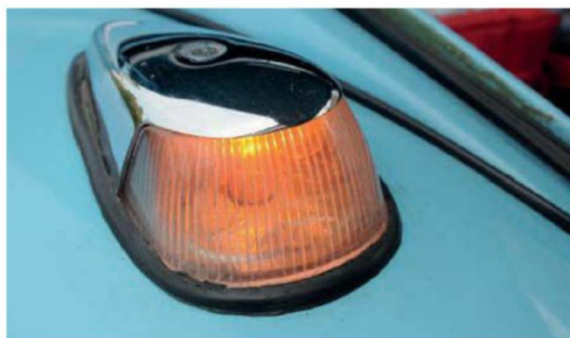
Well, I am sorry to say, I broke that promise a few weekends ago. When I bought my Beetle, the former Portuguese owner had fitted the most sophisticated alarm system imaginable



➤ Heath Robinson obviously wired in the alarm originally and an equally inept electrician eventually managed to disconnect it...



➤ Mysteriously, rear seat is from an earlier Beetle, which is why Ian could never get it to fit



◀ Clear indicator lenses with amber bulbs add a Euro look to Ian's Bug

with wires and sensors everywhere and a massive control box under the bonnet. While packing the car with all its camping equipment in the summer it got in the way so I decided to 'disconnect' it. But there wasn't just one or two wires, there were enough to supply the national grid. In a fit of pique I grabbed some snippers and started chomping through the loom. Job done. But it wasn't of course, because then the car would turn over but wouldn't start.

To cut a long story short, I had to painstakingly re-connect every wire until the Beetle's engine burst back into life. Using a process of deduction, I then found out which wires were needed and connected those ones back up again, enabling me to get rid of the rest.

What didn't help, and I am not using this as an excuse, is that someone's gone in previously and installed a new fusebox – and failed to stick to VW's original colour chart for the

wiring. As is so often the case, it makes life much easier if you stick to how Volkswagen did things at the factory.

Other jobs

Otherwise this month, I've been enjoying some general tinkering – and that's included fitting the shiny new front

bumper I bought at Stonor Park in the summer, along with the clear indicator lenses which give the Bug a bit of a Euro look.

While the front bumper was off, I also did some cosmetic

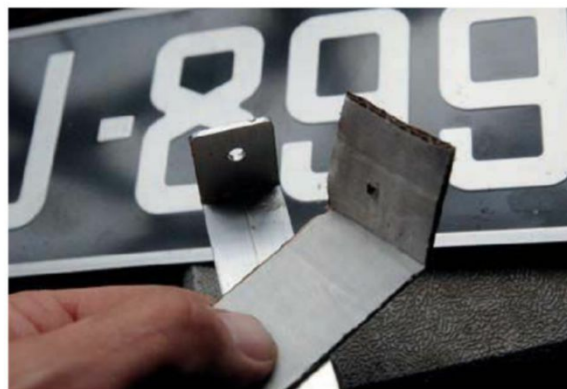
work on my bumper irons, rubbing them down, applying a zinc-based primer then giving them a top coat of matt black metal paint. I have to say, despite only using a brush, the finish looks pretty good. I had to drill the new bumper to mount the number plate beneath and for this I custom made some aluminium brackets, using stainless allen key fittings for neatness.

I am getting there... ■



◀ Bumper irons were rubbed down, primed and painted in matt black to give a factory look

✓ A cardboard pattern was used as a template to make up the custom aluminium bumper brackets





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OWNER INFO

NAME:
Cathal O'Toole
OCCUPATION:
Regular contributor
CARS OWNED:
GT Beetle, '77 Cal Look Beetle
WORK THIS MONTH: Rescuing an Irish rarity

Rescue services

No matter what you're doing, you'll drop everything to unearth a long lost VW

Well, that's exactly what happened recently. I wasn't looking for another project but when my mate, Trevor, called and said there was a 1300S sitting unloved in a Dublin garage, we wasted no time arranging a viewing. The story goes that the owner's family wanted to sell the Beetle as they realised

they were never going to get it back on the road and needed the garage back. They had initially listed it at an astronomical price, but having seen a few dark and slightly blurry photos we both knew the price was just wishful thinking – no doubt fuelled by watching one of the many slightly misleading restoration programmes on TV.

Trev had recently unearthed another 1300S that had spent 20 years sitting on a driveway in Dublin and, like me, definitely didn't need another project so we agreed that I would buy it for parts as it couldn't be any good for anything else.

Uneasy access

What we found was a Beetle that wasn't easy to view properly and certainly wasn't going to be easy to get. Why? The old and very heavy sliding garage door hadn't been opened since the Beetle went in back in 1999 and it was

surrounded by all kinds of junk; in front of it, behind it, on top of it and even under it. As for the Beetle, the tyres were flat, the brakes were seized and we could see there were signs of previous, how shall I say it, 'repairs'.

It seems the 1980's had ensured this special edition Beetle received nothing but the best in fibreglass and filler in the form of 'keep you motoring' repairs. The driver's door pillar had been welded at the bottom and no bolts were even visible but the clunk when I closed the door was better than new! There were obvious signs of poor repairs everywhere we looked and even the headliner had been, and I say this very much tongue in cheek, spruced up. By that I mean it was brush painted white.

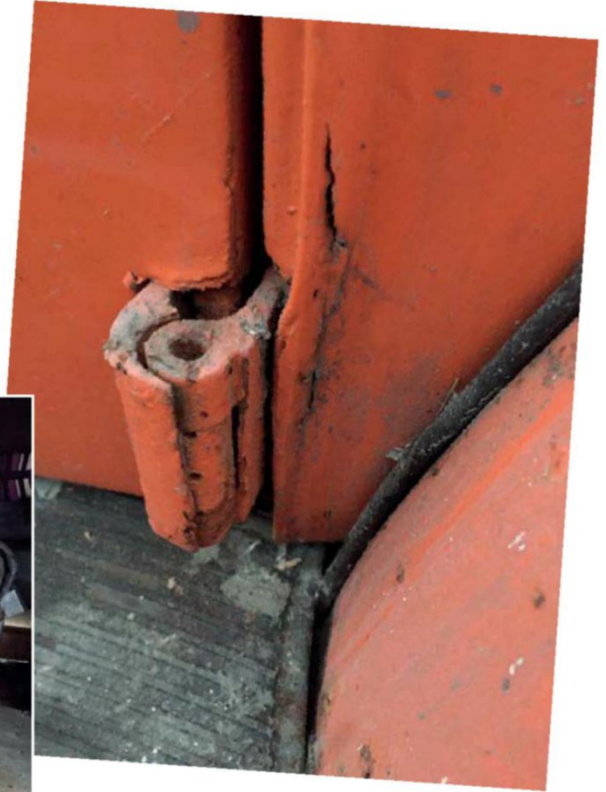
On the upside, it's an Irish registered Beetle which is a big thing as so many rusted away due to the climate and no MoT requirements. Add in a scrappage scheme for older cars in the early 1990's and you can see why old original Irish registered VWs are a



◀ Special Beetle was last used 22 years ago. The owners intended to restore it one day...



Rot has set in just about everywhere – and the quality of the repairs leaves a lot to be desired



A somewhat optimistic €5,000 was being asked originally



“ this special edition Beetle received nothing but the best in fibreglass and filler ”

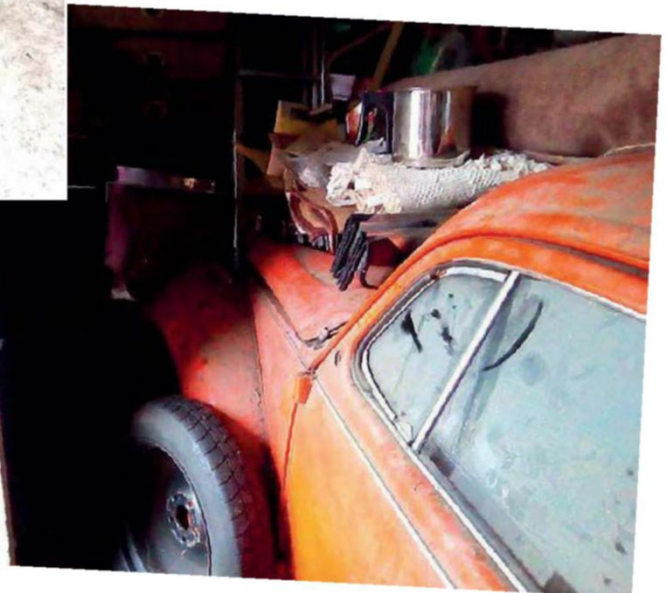
rare beast nowadays. Sad really when you consider that Ireland was the first country outside of Germany to have a production plant way back in 1950.

Really (not) motoring

Trev tried to turn the engine (by hand) but there was no budging it. It was no big loss really as the original 1600cc engine had long gone and was replaced with a 1300cc motor. Overall this was a rough Beetle but I didn't expect anything less. I made an offer based on the car being suitable for parts and it was accepted. I'd love to say I was thrilled when they said 'yes', but I

couldn't help think it was probably going to be more trouble than it was worth – especially as the homemade garage doors were so heavy they threatened to pull down the gable wall when we tried to open it.

All the way home we laughed about how long and hard it was likely to be extracting it from its hibernation and debating whether it was really worth it. The answer will always be yes, of course. It's an old Beetle but, above all, a 1300S special edition so it has to be worth saving doesn't it? ■



For nearly 20 years the Beetle sat surrounded by piles of rubbish



Engine (not the original 1600cc unit, sadly) was seized solid

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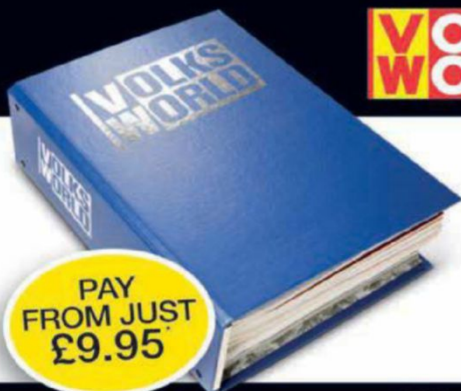
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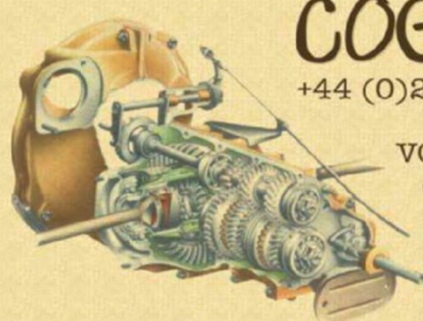
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Next month...

Here's what's coming up in the January 2018 issue of *VolksWorld*, on sale Friday 15 December

A little slice of Devon

What started out as a quick tidy up turned into a full-blown resto for Brett Chalkley, with lots of upgrades being added along the way



Riding high?

Suspension mods to get your VW sitting just right



Razor sharp

Damir Hrovat's Lizard Green Ghia is finished to Swiss perfection



French connection

We made it, for sure, with the owner of this rather special Standard Oval



Don't miss it!

It's a breeze

Iconic opening Split Bus front windows are the ultimate in cool, and also provide useful ventilation to the cab area – so here's a guide on how to fit them

Words and photos Mark Walker

When most 'Average Joes' in the street think of a Split Screen VW

Bus, you can usually guarantee that opening windscreens (or Safaris to those in the know) are part of the equation.

Although only a small portion of Buses were ever supplied with safaris as an option, most owners have them on their bucket list somewhere. Sure, they do leak, but they add much needed ventilation to the poorly ventilated cab area of a Split Bus and look super cool to boot. With the introduction of superior seals too from www.buttysbits.co.uk, you have more of a chance of not getting wet knees when the usual UK summer weather kicks in. So, if fitting opening screens is on your to-do list, here's a guide to what's involved. Thanks to Simon at Specialist Motor Caravan Services in Chichester (07791 948880) for allowing us to snap pictures of this job being carried out. ■

JOB INFO

TOOLS USED

Cross head screwdriver; drill; angle grinder with 40 grit flap disc; MIG welder; sharp cutting blade; sharpie marker pen

SKILL LEVEL

3

TIME TAKEN

8 Hours

COST DIY

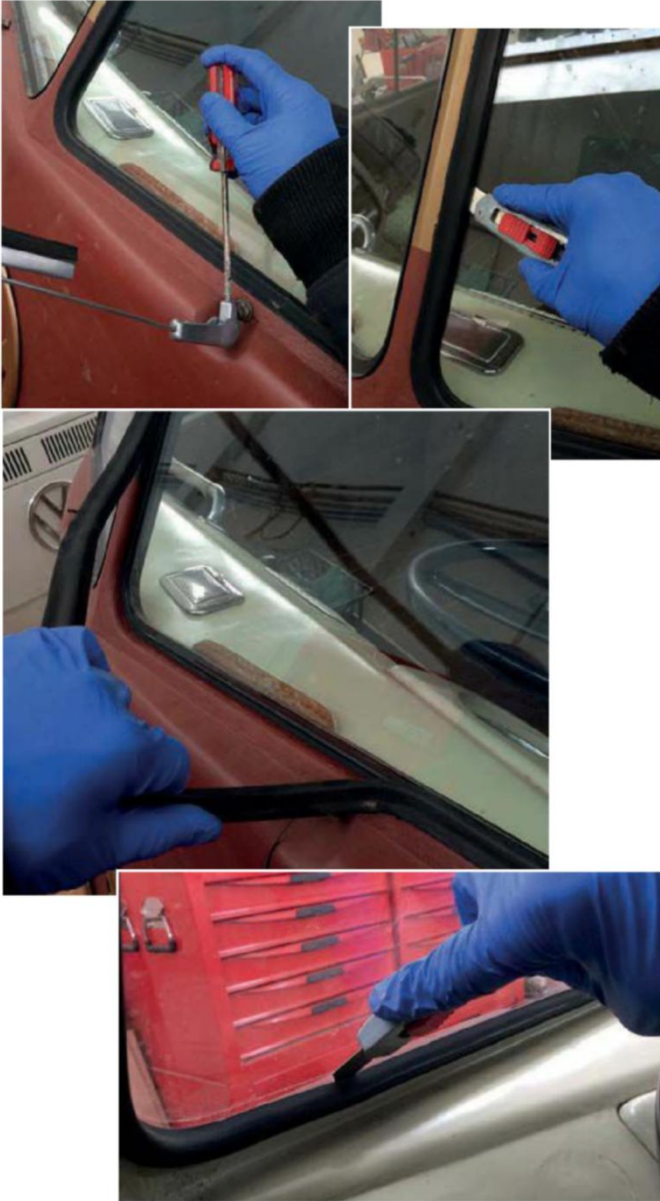
From £450 (front)

£300 (rear)

COST PRO

£350 approx labour plus parts





01 REMOVE OLD GLASS

Taking out the old glass involves a little grinding and welding, so remove any trim that you can at this point, protect the side glass from welding sparks and cover everything else with sheets to stop it getting dirty or damaged. You can also remove the wiper arms – original ones require a 7mm spanner, but our aftermarket ones used flat-headed screws. It is possible to remove windscreens by slowly working around the seal, tucking it in to the window aperture, before pushing the glass out. However, in our experience you are very likely to break the glass using this method so we recommend cutting windscreens out of the rubber with a sharp Stanley blade.

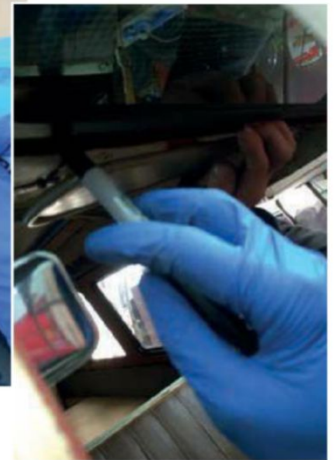
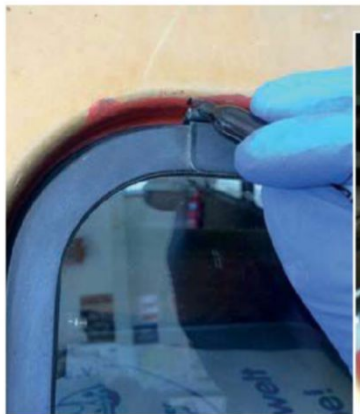
Working from the outside, cut as close to the glass as possible, being careful not to go too deep and scratch the paintwork. Safaris are a bit more of a water trap in the lower windscreen apertures than regular windscreens, so you need to make sure there is adequate paint protection here. If there's any rust, now is the time to tackle it. Work your way around the outside, removing the outer part of the seal that holds the glass completely. Next, with the help of a friend if possible, work the blade between the glass and the rubber on the inside of the Bus, as it can become stuck here and the glass may break if you force it. With the glass unstuck, it can be gently removed and the window apertures cleaned up to receive the new glass and seals



02 ASSEMBLE SAFARI FRAMES

Open your new safari kit and lay all the components out on a table, preferably covered with a soft cloth. If you are planning to paint your safari frames to match your Bus, then do this now. You will need to install the glass to frame seal around the glass, before pressing the frame halves together. There will be instructions showing what fasteners to use – in ours, there were small cross-headed screws to hold both frame halves together. It helps to have an assistant at this stage to hold everything whilst you get the screws started; aim to give all the screws a few turns before tightening any. Silicone spray around the frame side of the seal can help too.

Once the frames are screwed together with the glass installed, you can install the four latches with two cross-headed screws holding each to the frames



03 MARK HINGES

Using your assistant again, offer up the framed windows into the aperture in the closed position, until you are happy with the gap all the way around. Have your assistant make a small pen/pencil mark either side of the hinge, to mark its relative position. With this done, offer up the framed window into the aperture in the fully open position.

Align the ends of the hinge to the marks you made earlier and be sure to push the hinge all the way in, until it bottoms out in the window aperture. Now you can mark each hole in the hinge with a pencil or sharpie marker pen, before removing the window and carefully drilling the holes. The screws supplied with our kit necessitated a 3mm drill bit, but check the ones in your kit before choosing the correct sized drill bit



HOW TO Fit safari windows



04 POSITION FRAMES

With your assistant holding the glass in the open position once more, screw the frames in place. Be sure to align the ends of the hinges with the small marks you made earlier as you do this, then check the alignment all the way around the frames with the glass in the closed position.

With the frames screwed on, you can now attach the sliders to the frames. These come with nylon washers. Don't over tighten these, as they need to be able to move freely. We found a carefully positioned wood block helped here to prop the glass open and allow space to work



05 FIT SEALS

When you are happy with the fit, you can fit the seals. We used superior quality seals with a good reputation for not leaking from Simon at www.buttysbits.co.uk. These can now be pressed into position, with the join in the seal centred at the bottom. You may have to tap the seal into place slightly at certain points with a rubber mallet, or hammer and wood block. Some people choose to glue the safari seals on, but with the Butty's seals, we did not find this necessary. In any event, you will be removing the seals again in the areas where the safari tabs need to be welded on, so if you're planning to glue them, wait until the end of the job



06 FIT LATCH PLATES

Before you position the safari tabs, you need to be able to close the windows fully. Take the safari tabs out and work out their positions relative to the latches. Leave the seals in position when you do this, or they won't fit afterwards. Mark the holes with a sharpie pen and drill the holes (in our case using a 3mm bit). With the holes drilled, screw the latch plates in position with the supplied cross-headed screws



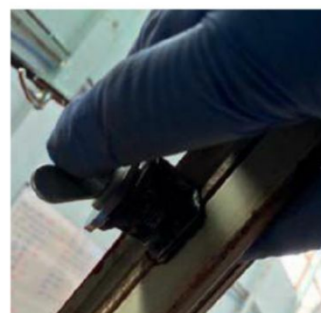
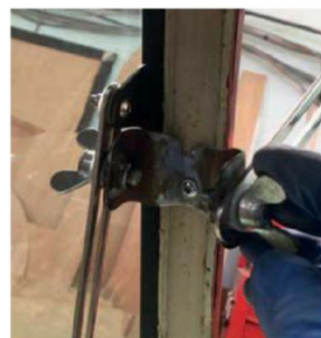
07 MOCK UP TABS

With the sliders in position and the windows still propped open, you can now work out the placement of the safari tabs on the windscreen pillars. We screwed the centre tabs in position with a cross-headed screw first, so we could align everything before welding.

Using the winged bolts supplied, loosely attach the centre tab bracket to one of the sliders adjacent to the centre windscreen pillar. Then, working from outside the front of the Bus, open the window to the fully open position and support with your head (in absence of friends). You can now tighten the winged bolt on the bracket/slider in the fully open position, whilst simultaneously working out its correct location on the centre windscreen pillar. Mark the location with a marker pen and then assemble the other slider to check this position works for both sides.

With the position of the centre tab sorted, drill a 3mm hole and secure the bracket in position with a screw. With the bracket secure for now, check the fully open and closed positions work OK, without the sliders running out of travel.

Now secure the windcreens in the fully open position and assemble the outer brackets onto the sliders, then mark their location on the A-pillars with a marker pen. Once you have done this, close the windows and check the positions of the brackets you just marked are OK and there's enough slider travel





08 WELD TABS

Now remove the safari tabs from the sliders and clean off some paint around the positions you marked in step 06, so they can be welded in position. We used an air powered finger grinder to clean off the paint, but an angle grinder with a 40 grit flap disc attached will work well too. Before you do any of this, protect all the glass from stray sparks, as once they hit the glass, they will be embedded in there forever and will rust with the condensation.

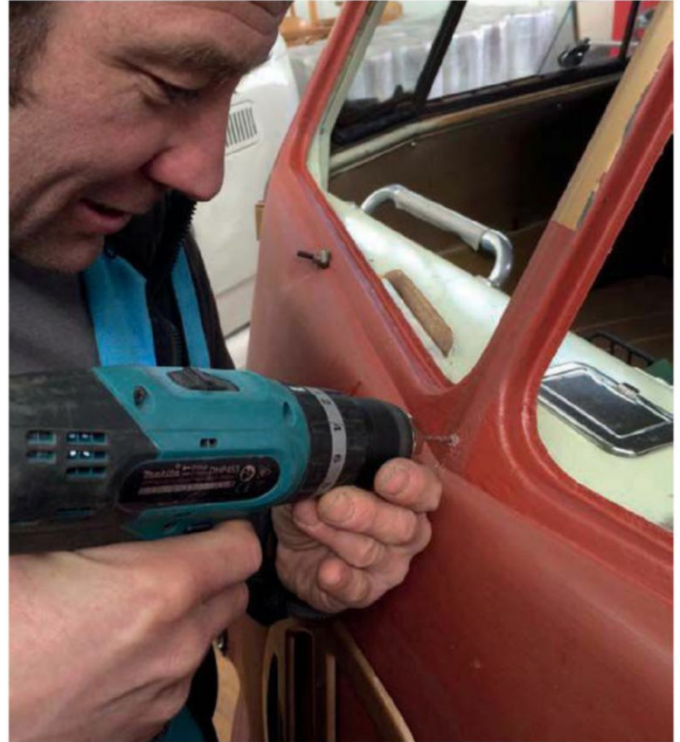
With the paint cleaned off, pull the rubber seals away in the areas you are going to weld so you can weld the tabs in place. Neatness is key here, as it will be very visible. We used the half power setting on our 135A MIG welder. Tack in place first, then check the windows in the open/closed positions before welding completely. On the centre tab, you can now remove the screw and plug weld through the hole it leaves



09 PAINT TABS

With the tabs welded on and cooled thoroughly, you can now get some paint on them. Our welds were fairly neat, so we chose not to grind them, but grind carefully if you need to do so, again taking care near the glass.

As the Bus we were working on is a way off being painted, we chose to just paint the tabs with some zinc primer for now. We masked up around them to make it as neat as possible



10 INSTALL ONE-EYED DUCK

The final step is to sort out the wipers. Offer up the one-eyed duck in the centre of the windscreen pillar at a similar height to the wiper spindles, before marking the hole position. Remove the one-eyed duck and drill the hole with a 3mm drill bit, before screwing it into position.

If you have the wiper disengages (we didn't, as we were using a set of used windows), then you can simply fit these to the wiper spindles, securing the grub screw with an allen key. Fit the wiper arms to these and you are done. All that remains is to wait for the next bit of warm weather...

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BEETLE



1974, 98,000 Miles, £6,000 ONO. T1 very rare, gold with factory fitted steel wind back, sun roof. Fully restored with a massive history. MOT until May 2018 used daily. Please call 07763 925945

BEETLE KARMANN CONVERTIBLE



1979, 16,049 miles, £17,895 ono. Registered in the Isle of Man in 2018. It is equipped with the original 1.6 litre, 4-cylinder fuel injected engine. The condition of this car is remarkable and it is free from any rust, the white paintwork is in excellent condition, as is the white interior and white soft top, as it has been kept in dry storage in a private collection. For viewing/inspection the car is located a short drive north of Dublin Airport - collection from Airport can be arranged. For further information or photographs, please contact me via email: beetle1979@gmail.com. 00353 868752193.

CADDY MK2

2000, £1,000 ONO. Dark blue. 1.9 diesel. In excellent condition. Some minor welding at the tail gate area. Please call 07976 268273, Herefordshire.

CARAVELLE

1988, £1,750. T25, No Mot, Internal fire damage, Excellent engine (Petrol) and auto box. Requires full interior, new screen and window glass. Hydraulic wheel chair lift installed from new. Please call 07932 652744, North Lincolnshire.

GOLF GTI



1988, 148,158, £1,950 ONO. Classic Golf Cabrio convertible, barbet alloys nearly new. Yokohama tyres, heated rear screen. MOT until 6th July 2018. New rear exhaust, brake shoes and steering rack. Dry stored for last 3 years. Please call 01625 354561

KARMANN GHIA HARDTOP

1968, £POA. Coupe red. No exceptional tin worm trouble, been dry-stored 25+years. This old guy has too many projects. Delivery can be arranged. Please call 07806791555

POLO

1992, £POA. 3 Door hatchback. MOT failure. Mainly due to corrosion underneath. Requiring welding. Estimated repair cost £750. Breadvan type. Offered for repair or possible restoration project. Please call 01228 527156, Cumbria.

POLO



2000, 55,000 Miles, £2,500 ONO. Colour concept. 1.4 TDI. One owner from new. Full service history. Recent new tyres. Timing belt and service. Original car. Excellent condition, viewing recommend. Please call 07565 512884, Wolcestershire.

POLO CLASSIC 1.0



1984, £3,000 ONO. 36,000 genuine miles. Full VW service history, Comes with all documentation, tax discs and Haynes manual, Totally standard and original. MOT due in May. Detailed engine. Lancashire 07891419769

VW GOLF CL 1600



1997, 33,700 Miles, £1,000 ONO. One family ownership since new. Grey, black cloth interior. MOT August 2018. No advisories sunroof, rust free, clean, drives well, everything tight. Service history. Please call 07871 547394, Oxford.

VW LWB T30



2011, £26,000. Unit separate. Professional wired, hook up, integrated leisure, battery, LED, 12v/240 circuits. V5 reclassified. Hard paint. Please call 01772 436944, Lancashire.

VW POLO C



1986, 63,000 Miles, £2,250. 1043cc, 4 speed, Alpine white, 2 owners from new; present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition 07873 383106

VW TRANSPORTER



2007, 95,500 Miles, £10,495. MOT. Chrome side steps and nudge bar fly lined and painted. Full leather seat with arm rest. New VW sports line alloys. News pads and discs. Please call 07843 477711, Cornwall.

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CAMPERVAN



1972, £20,000 ono. Good condition. Some extras inc awning MoT till December 17. Garage maintained. Reg, UBK543K. Dorset. david.howe60@talktalk.net.

MICROBUS T2



1942, £6,000. MOT, Tax free. Welding done underneath. 3-4 bed, cooker, sink, fridge. 2 litre engine, small surface rust some history lowered new twin, electronic ignition. Please call 01932 847849, Addlestone.

SPLIT SCREEN CAMPERVAN



1964, 98,700 Miles, £6,200. Blue VW split screen camper van come with full mot and full service. Please call 07566 75676 OR Ryanfarmerfs@outlook.com

T1 SPLIT WINDOW



£19,000. In Blue located in south of Spain Sheet metal/Paint: good. Motor: good Seating: good. Interior: some details-Matching numbers: good. Origin: Brasil (1973). Included: new battery 60 Ah, oil, European Customs full documented (DUA), Spanish taxes (IVTM-2017), temporary Spanish plate, and insurance (third parties + assistance) until Mar-2018. If wanted to keep in Spain, I can add "Vehiculo historico plate" for extra +1000€. +34 654 33 54 69.

T2 CAMPERVAN



1972, £8,600. Blue, spent £3,000 on having the mechanical's overhauled. Fully rebuild 1600 engine. New fuel lines, brakes and servo, gearbox bushes, electronic ignition fitted. Refurbished interior. Will have 12 months MOT. Please call 07966 053895

T2 CROSSOVER EARLY BAY



1969, £35,000. California imported rust free. Fully restored 2011 owned since. Wax oiled. Summer miles winter stored in insulated garage. 1776 completely rebuilt motor machined heads 40 twin Webber carbs. Braided hoses, electronic ignition, stainless exhaust, oil cooler, custom Porsche front disks, new rear drums with servo, anti roll bar, empi or original wheels, halogen headlights. Durham. 07515 855472.

T2 EARLY BAY



1971, £32,000. Professional restoration 6 years. Full photo's available. Trimmed in red vinyl and bull walnut. MOT October 2018. Please call 07885 222831

T2S WESTFALIA LHD



1987, 200,000 miles, £7,500. I imported the van from California in 2006. 2 litre petrol water cooled engine. Power Steering, air conditioning. Engine reconditioned @150K. All original interior and trim in very good condition. Pop top roof. Rare slot in double bench seat converting it from a 5 to a 7 seater. Serviced by local VW specialist, FSH. West Yorkshire. 07875 299621.

T5 CAMPER SWB



2009, 115,000 Miles, £16,000. 1.9 Diesel. Double swivel seat, smev hob/sink, waeco cr50 fridge, kenwood dnx4150 dab radio/satnav, drls, mains hook-up, leisure battery, double bed, drive away awning, mot Jan'18. More photos on request. Please call 0118 9790894 OR 07500 903931

T5.1 SWB CRAFTED VANS CONVERSION



2012, 61,000 Miles, £39,995. 140 High line, full genuine Sports line styling, Hilo roof, Smart bed Evolution 2, Leather seats, Eberspächer heater, Full insulation and Dynamat, under chassis fresh and waste water and LPG, Staron work tops, Alpine Nav with Focal audio system. Much more, call for full spec. 12 months MOT. Please call 07775696240 OR 07974660834

TYPE 2 DOUBLE CAB PICK UP



1978, £19,000. Very straight and sound. Having lived on a Cape Town vineyard. Documented mechanical. Work done has MoT but awaiting birth certificate, honest untouched bodywork as imported complete with rear drop sides. Dorset. 01308 862045 / 07791 530618.

VOLKSWAGEN CAMPERVAN



1979, £26,000. Exterior/interior excellent condition. Mileage: 82,313. Features: rock n roll double bed, double bed in pop up, CD player, fridge, sink, gas hob, stow away table. Mot til May 2018. Wiltshire. 07766 541749.

VOLKSWAGEN MYSTERY MACHINE



1989, £10,500 ono. Professionally converted 78PS Panel Van. Fitted out for fun or business. Sound and video. 1915cc Petrol. New stainless steel exhaust. New tyres. Recent Service. MOT October. Kent. 07721 942732.

VOLKSWAGEN SPLITSCREEN



1964, £30,000. LHD. Bare metal restoration, original beige grey over sealing wax red. Single unit smev hob and sink. New headliner, insulation throughout. Fresh 1776cc engine, twin carbs, new ancillaries. 07764 857129

VW CAMPERVAN



1989, £8,000 Miles. Recon engine September 2014, resprayed March 2014 new brakes, tyres, clutch cylinders. Full service April 2017, service history, original interior, alpine cd player. Please call 07796 955527

VW DOUBLE CAB PICKUP

1983, £9,100 ono. One Owner from New, first Class Body Work- Spare Engine. Partly Restored. West Yorkshire. 07836 794083.

VW EARLY BAY CAMPER



1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MoT May 2018, stored in garage. Swindon. 07917 830346.

VW LATE BAY CAMPERVAN



1975, £24,000 ONO. Tax Exempt, 1.6 litre engine, beautiful condition and great bodywork following restoration. 3/4 Rock and Roll Bed. Lighting and AV setup throughout. Gas Hob and Sink 3 Berth plus hammock for over front seats. Pop-Up Roof. 12 Month MOT Leisure battery plus charging system. Herts. 07538 163882.

VW T2S



£8,500. This is a very nice van in side and out, fitted with a Subaru 2.5 litre SOHC engine on a 3 speed auto gear box, MoT March 2018, LHD, sleeps 4, fridge, hob, night heater not tested, wast and fresh water tanks, privacy windows, front captain seats with arm rests, power steering, tow bar, 4 new tyres, full MoT, 2 leisure battery's, very good return on fuel even towing, built for the motorways, engine conversion alone cost £5,500. Suffolk. 07778 805244.

VW T5 CAMPER LWB



2007, 220,000 miles, £13,500. 2 berth, Bebb R'n'R bed. Front captain's swivel seats. Smev 9322 hob. Resprayed Spanish green. DRL style headlights. New ABS control module. MoT December 2017. Illness forces sale. East Sussex. 07904 917389.

VW T5.1 TRANSPORTER 4 BERTH



22,000 miles, £37,995. T30/102 2.0 litre TDi. Cruise Control, Rear parking sensors, Skyline roof, MOT compliant Rock n Roll bed, 18 inch White Audi Rota-style wheels, Double swivel front seat, Can 1401 sink and gas hob, Cold running water, Indel B Fridge/freezer, Platinum Leisure Battery (A Rated), Evo-Design Kitchen units, Fully insulated and Sound deadened. robertwoollven@outlook.com.

VW TRANSPORTER



1983, £4,000. VW T25 camper gold high top, full body kit twin square headlights, fridge, cooker, sink, bed, 12 months MOT. No advisory, little body work needed, tow bar, with spares. Please call 0161 7641145.

PARTS FOR SALE

BEETLE PARTS

1969, £VARIOUS. Beetle right hand door slight rust, easy repair £65. Speedo in KPH £25. Manual fix your Volks Beetle 1st edition £25. Dinky small window £30. Please call 01843 897546.

GOLF MK1 ENGINE AND GEARBOX

£OFFERS. 1981, 1600cc GTI, genuine 77,000 miles with original binnacle. All working, plus old MOT's and proof of mileage. Please call 07752 719762

GOLF MKTT VARIOUS PARTS

£VARIOUS. Rear screen £30. Unused single wiper kit £30. Pair crystal H/Lamps £40. Golf MK polished ally, rocker cover plus chrome cap/bolts £50. Please call 01279 725455, Herts.

PAIR OF SURFACE LIGHTS



£85 PAIR. 3.5 Inch. As new chrome finish twin bulbs. Please call 07534431198.

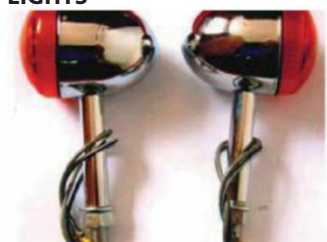
PAIR OF VAG ROOF BARS

£30. Good condition, to fit Golf Mk II. Please call 01214 443877

T25 CAMPER CURTAINS

£100. Brand new, made for me. Never been used. Bright red (Metalicish) Made from existing curtain pattern. Buyer to collect. Phone anytime. Please call 07963 772412. Blackburn.

TWO AMBER INDICATION LIGHTS



£65 PAIR. As new, compete with wires. Chrome finish. 2 inch Dia 3 inch stroks. Please call 02083997541, Surrey.

TYRES

£40. 225/50 R16 92W Goodridge tyres x4. Good tread. West Yorkshire. 01484 667362.

VARIOUS CAR PARTS



£POA. Tan Rear Seats/Front L/H Seat, Speaker pods, L/H Front Window 1/4 Light, Centre Console, L and R Door Cards, Bumper L/H, Front /Rear Rubber Finisher, 1 Kent alloy. Please call 07921 470845.

VARIOUS PARTS

£Offers. 70 air filters. 60 oil filters. 60 brake pipes. 13 ignition lead sets. Fan belts. Wiper blades. Point sets. Bulbs. Hose clips. Other assorted bits. All brand new and boxed. Essex. 01371 876647.

VOLKSWAGEN GOLF 20V

TURBO ENGINE

£POA. In good condition. Also Golf GTI engine. Ring for full details. Avon. 07510 171711.

VW BUMPERS



1955, £180. Very rusty but mostly solid pair of original VW towel rail bumpers. I took them apart and re-tapped the threads and fitted new bolts, apart from that they're as removed from a scrapped 55 oval back in the 80's. The rust has perforated through on two of the rear over riders. In the right hands these could be restored, or they would make a great addition to a rat look beetle. Please call 07866 440 560

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532.

VW LT DOORS

£80 EACH. Rust free condition. From late model offside/nearside. Please call 077523 12211, Berks.

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2017 VW T6 Surf, 0 miles, 2.0 diesel, manual transmission, Grape Yellow, air conditioning, front & rear parking sensors, cruise control, driver and passenger armrests, 2 burner gas hob & grill, camping leisure battery, stainless steel sink, 240v mains hook up, raising roof and a king-sized bed. **£44,941.** Ref: 3089.



2017 VW T6 Danbury Royale, 0 miles, 2.0 diesel engine, 2 burner gas hob, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, rear parking sensors & rear parking camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet, **£56,039.** Ref: 2889.



2005 VW T2 Danbury Rio, 15,040 miles, 1.6 air-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and BRM-style alloy wheels and much more, £24,995. Ref: 848K.



2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.



2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. £30,995. Ref: ACY.



1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. £29,995. Ref: 327K.



2013 VW T2 Danbury Diamond, 27,272 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more, £37,845. Ref: 2826.



2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, £50,579. Ref: 3043.



2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only £21,995. Ref: LLR.



2017 VW T6 Active, 19,000 miles, 2.0 diesel, manual transmission, tailgate rear door, double cab front seat, air conditioning, colour-coded bumpers, rear-parking sensors, cruise control, alloy wheels, leather steering wheel, metallic paint, BluMotion technology and much more. Only £42,995. Ref: LC16 RFE

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Taking flight

Former *Safer Motoring* magazine editor Robin Wager remembers a VW-powered plane that was fit for a prince

What do you think?

Got something you'd like to share with us? – email volksworld.ed@kelsey.co.uk

Just a few miles from where I live lies Gloucestershire Airport (known locally by the original village name of Staverton). Nowadays it's home to a thriving general aviation scene, housing privately owned light aircraft and helicopters, and has daily shuttle services to and from short-haul destinations like Paris and the Isle of Man.

An erstwhile contributor to *Safer Motoring* during the Sixties was enthusiastic Beetle owner Wendy Gordon, who wrote a regular 'Woman's View' column. In the February 1968 issue she reported how she was visiting Staverton to meet a passenger from the Channel Islands, when the unmistakable sound of a VW air-cooled engine made her turn around, to see a very small monoplane trundling out from behind a hangar. As the pilot calmly lifted the tail to swing the plane around for refuelling, Wendy raced over to speak to him about it.

Our visiting aviator turned out to be Clive Roberts from Kent, who was only too willing to reveal more about his interesting form of transport – a single-seater Turbulent, powered by a slightly modified 1200 Beetle engine. What Wendy hadn't realised at the time, though, was that *Safer Motoring* had featured the plane back in June 1962, together with an unlikely but very well known test pilot.

The story goes back well before that, to 1943, when W.A. Rollason founded several companies at the then-closed Croydon Airport, initially to build the French-designed Druine Turbulent and Druine Condor aircraft. From 1958 these were built under licence at the airport and test-flown from Redhill Aerodrome. Rollason also supplied spare parts for the Tiger Moth and Stampe aircraft, and built Ardem engines under licence for use in Turbulents, moving to Shoreham Airport in 1973.

The Turbulent was ultra-compact, with a wing span of just 21ft 7in and overall length of 17ft 6in. Standing just 5ft high and weighing some 350lb empty, its car-sized fuel tank held 8.5 gallons, so with fuel and payload of 210lb, take-off weight was about 620lb.

Despite these minimal vital statistics, pilots said it flew and handled like a plane 10 times its size. Cruising speed was about 70 knots (80-85mph), top speed about 80 knots (though it had apparently been dived at around 140mph!) and consumption of 88 octane petrol worked out about 40-45mpg. The take-off run was only 600ft, and it could be landed at just 35mph, needing only 400ft to come to rest.



Prince Philip takes the controls of the VW-powered aircraft in 1959

a wing span of just 21ft 7in and overall length of 17ft 6in. Standing just 5ft high and

weighing some 350lb empty, its car-sized fuel tank held 8.5 gallons, so with fuel and payload of 210lb, take-off weight was about 620lb.

At the time of our report, the build-it-yourself Turbulent, with modified VW power unit known as the Ardem engine, was said to cost just £945.

Of particular interest to us, of course, is that engine. It was a VW industrial version fitted with dual ignition, magneto driving a rev counter, and an altered version of the engine-driven fuel pump. The engine, mounted to the fuselage using four heavy steel bolts, developed 38bhp at full throttle (a mere 3300rpm).

Back in 1959, the little plane was put through its paces by none other than Prince Philip, Duke of Edinburgh. Watched by Rollason MD Norman Jones, he took off from White Waltham RAF station and flew for over half an hour before bringing it in to a perfect three-point landing.

Despite only being built in small numbers, the Turbulent was very popular with owners, one being enthusiastically flown by Robin d'Erlanger, son of a former chairman of BOAC. ■

“the Turbulent, with modified VW power unit, was said to cost just £945”

✓ The Turbulent used an industrial engine with dual ignition and custom fuel pump drive



✓ Robin d'Erlanger, son of a former BOAC chairman, flew the Turbulent and owned this Karmann Ghia

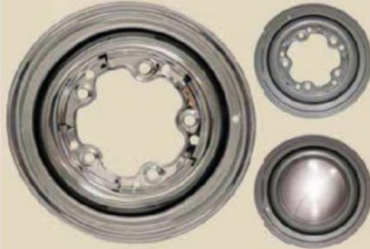




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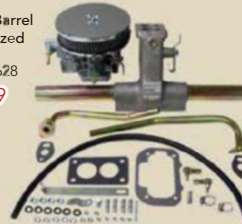
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